

IRISH WHISKIES  
— per doz.  
DUNVILLE'S V.E. ... \$15.00  
J. JAMESON & SON ... 15.00  
Do. Do. ... 17.00  
—  
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12, QUEEN'S ROAD CENTRAL.

# Hongkong Daily Press.

ESTABLISHED 1857

"D. C. L."  
SCOTCH WHISKY.  
PER DOZEN ... \$15.50  
—  
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12, QUEEN'S ROAD CENTRAL.

No. 14,904, 號四零百九千四萬一第 日十二月二十年十緒光 HONGKONG, TUESDAY, JANUARY 16TH, 1906. 二拜禮 號六十月正年六零百九千一英港香 PRICE, \$3 PER MONTH.

  
SPECIAL  
"BULL DOG" BRAND  
STOUT & ALE  
IN SPLITS.  
A. S. WATSON & CO.,  
LIMITED.  
WINE AND SPIRIT MERCHANTS.  
ALEXANDRA BUILDINGS.  
[a342]

CUTLER, PALMER  
& CO.'S

"SPECIAL BLEND" WHISKY  
A Blend  
of Selected  
Distillations of the  
Finest Scotch Whiskies.  
\$10.50 Per Case.  
Apply to  
SIEMSEN & CO., Hongkong. [a52]

GREEN ISLAND CEMENT COMPANY  
PORTLAND CEMENT.  
In Casks 375 lbs. net \$4.75 per cask ex Factory.  
In Bags 250 lbs. net \$2.80 per bag ex Factory.  
SHEWAN, TOMES & CO.,  
General Managers.  
Hongkong, 1st October, 1905. [a2771]

NOTICE.  
GEO. FENWICK & CO., LD., Engineers  
&c., are open to receive OFFERS FOR  
THE PURCHASE OF THEIR WANCHAI  
PROPERTY, comprising portions of Marine  
Lots Nos. 31 and 36; approximate area 43,000  
square feet.  
For further particulars apply to the Company.  
Hongkong, 13th July, 1905. [135]

AUTOMATIC MAUSER  
PISTOLS.  
CALIBRE 7.63 mm.  
With CHAMBER for 10 CARTRIDGES  
FIRING 10 SHOTS in 2 SECONDS.  
SIEMSEN & CO.  
Hongkong, 3rd October, 1905. [45]

COLD STORAGE.  
THE HONGKONG ICE COMPANY, LD.,  
have now 40,000 cubic feet of Cold  
Storage available at EAST POINT. Stores will  
be Open at 10 A.M. and 4 P.M. daily, Sunday  
excepted to receive and deliver perishable goods.  
Wm. PARLANE, Manager.  
Hongkong, 18th November, 1901. [47]

FOR EUROPE & AMERICA,  
INDIA, AUSTRALIA, &c.,  
and for  
PRIVATE RESIDENTS AT THE OUTPOSTS.  
A Comprehensive and Complete Record  
of the  
NEWS OF THE FAR EAST  
is given in the

HONGKONG WEEKLY  
PRESS,  
with which is incorporated  
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Subscription, paid in advance, \$12 per annum.  
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ON SALE.  
A TABLE OF THE  
RATES OF EXCHANGE AT  
HONGKONG  
for Demand Drafts on London on the day of or  
preceding the Departure (to English Mails  
also Table of Yearly Approximate Averages  
FOR 31 YEARS  
FROM  
1874 TO 1904.  
Price \$2 Cash. On Sale at the "Daily  
Press" Office, or Local Booksellers.  
Hongkong, 11th May, 1905.

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SPARKLING MINERAL TABLE WATER; Qts., Pts. & Splits.  
SILENT WATER: Qts.  
STONE GINGER BEER.  
GINGER ALE.  
TONIC.  
LEMONADE.  
PURE TREBLE DISTILLED WATER ONLY is used in the  
Manufacture of these Beverages, and by these means ABSOLUTE  
PURITY IS GUARANTEED.  
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WINE AND SPIRIT MERCHANTS,  
15, QUEEN'S ROAD CENTRAL.  
[a24]  
Hongkong, 1st January, 1906.

REDUCED PRICES.  
FILM or PLATE F. P. CAMERAS fitted with "Rosa," "Zeiss," "Dallmeyer" and  
"Goetz" Lenses, Price from \$95.00 to \$200.00.  
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MAGAZINE CAMERAS, Price from \$5.00 to \$40.00.  
EASTMAN KODAKS, Price from \$10.00 to \$75.00.  
We have just landed a large consignment of Photographic Goods. We invite you to come  
and inspect our new stock.  
A. TACK & CO.  
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WINE & SPIRIT MERCHANTS,  
OF  
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	Per Case.
BRANDY * * * *	\$22.50
" * * *	20.00
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WHISKY, PALL MALL	20.00
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SHERRY, AMOROSO	20.00
" LA TORRE	16.00
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THE ABOVE EXCLUSIVELY SHIPPED TO  
SIEMSEN & CO.,  
HONGKONG AGENTS.  
[a51]

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No. 35, QUEEN'S ROAD, HONGKONG. LATE OF 51, MAIN STREET, YOKOHAMA,  
DRAPER & TAILOR, GENTS' FURNISHING GOODS, & GENERAL OUTFITTER.  
ALL NEW GOODS IN STOCK.  
A Trial Solicited. Fit and Satisfaction Guaranteed. Inspection Invited.  
Hongkong, 27th May, 1905. [a2665]

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CARPETS! CARPETS!! CARPETS!!!  
THE FINEST SELECTION OF  
AXMINSTER, WILTON,  
VELVET PILE &  
BRUSSELS CARPETS.  
EVER SEEN IN THE FAR EAST  
AXMINSTER PARQUET SQUARES,  
WOVEN IN ONE PIECE WITHOUT SEAM.  
DURING JANUARY ALL CARPETS WILL BE MADE AND  
FITTED "FREE OF CHARGE."  
LANE, CRAWFORD & CO.  
Hongkong, 20th December, 1905. [a33]

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THE  
FELTEN & GUILLAUME-LAHMEYER WERKE  
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FOR ESTIMATES OF ELECTRICAL INSTALLATIONS OF ANY DESCRIPTION  
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TRADE  
  
MARK  
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WHITE HORSE CELLAR  
THE UNRIVALLED SCOTCH  
\$14.00 PER DOZEN.  
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[a165]

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CABLE ADDRESS—"CHEE."  
DELIGHTFUL SITUATION. UNEXCELLED RESORT FOR TRAVELLERS  
AND RESIDENTS.  
BILLIARDS AND BOWLING. LAWN AND GARDENS.  
JAS. W. OSBORNE, PROPRIETOR AND MANAGER. 274

W. BREWER & CO.  
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WHITAKER'S ALMANAC, 1906.  
A Great Variety of FOUNTAIN AND STYLE  
PENS.  
DIARIES 1906.  
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New Stock of PLAYING CARDS.  
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SETS.  
DOMINOES, DRAUGHTS, CHESS.  
BOOTS AND SHOES.  
[a32]

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The Parson's Wood, by V. A. Simpson	1.75
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The Journeys of Antonia, by C. Dundas	1.75
The Procession of Life, by H. A. Vachell	1.75
Tongues of Gossip, by A. C. Sherwood	1.75
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HAIG & HAIG, LD., DISTILLERS SINCE 1679.  
3 Star, SPECIAL—The finest of all "Fog" WHISKIES at ... \$13.60  
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Stop drinking rank, Smoky Stuff, because "it comes through the SODA."  
Try HAIG & HAIG'S WHISKIES: pure, mellow matured, non-smoky, delicate flavour,  
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SOLE PROPRIETORS of the Famous Miike, Tagawa, Yamano and Ida Coal Mines; and  
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Sasahara Tanabakuro, Yoshinotani, Yoshio, Yankitara, and other Coals.  
S. MINAMI, Manager, Hongkong.  
112

HIRANO.  
THE LEADING MINERAL WATER OF THE EAST.  
THE HIRANO MINERAL WATER CO., LD., KOBE.  
AGENTS: F. BLACKHEAD & CO.  
Hongkong, 16th August, 1905. [195]

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CALCUTTA.

MANUFACTURERS AND DESIGNERS OF HIGH-CLASS FURNITURE.  
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LARGE STOCK OF WHITON, AXMINSTER AND MOQUETTE CARPETS.

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IS UNEQUALLED FOR  
DESIGN,  
STRENGTH,  
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GOOD FINISH.

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FIRST-CLASS AND UP-TO-DATE.  
Dining accommodation for 300 persons.  
131 Bedrooms.  
Elegantly Furnished Reception Rooms.  
Private Bar and Billiard Rooms for Hotel  
residents.  
Hydraulic Lifts to each floor.  
Electric Lighting and Fans.  
Every Comfort.  
Ladies' Afternoon Tea Rooms.  
Ladies' Cloak Rooms.  
Matron in attendance.  
CHARGES MODERATE, AND NO EXTRA.  
H. HAYNES,  
Manager.  
40

KING EDWARD HOTEL.  
A HIGH CLASS PRIVATE HOTEL.  
Ladies' Afternoon Tea-Rooms.  
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Hot and Cold Water throughout.  
Electrically Lighted. Electric Fans (if  
required).  
Electric Passenger Elevator to each floor.  
Table D'Hôte at separate tables.  
For Terms, &c., apply to the—  
MANAGER.  
Hongkong, 24th July, 1905. [a2410]

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(HOTEL-SANITARIUM OF SOUTH  
CHINA).  
MACAO.  
HAS been re-opened, under European  
management and most strict supervision  
as to food, cleanliness, and hygiene of the place.  
All comforts of a home.  
A most pleasant retreat for those desirous of  
a few days' rest and quiet.  
Comfortable accommodation for travellers  
paying a visit to the historical and picturesque  
colony of Macao.  
Macao is 40 miles south-west of Hongkong.  
One steamer (s.s. *Hongkong*), daily to and  
from Hongkong, and two steamers to and from  
Canton, give easy communication with both  
these centres.  
Cable Address—"BOAVISTA."  
For Terms, apply  
a221 THE MANAGER.

VICTORIA HOTEL.  
SHAMFEN—CANTON.  
On the British Concession.

MACAO HOTEL.  
MACAO, CHINA.  
In the Centre of the Praya Grande.  
Both Hotels under experienced European  
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Every Comfort and Convenience for Residents  
and Tourists.  
WM. FAHMER,  
Proprietor.  
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Established 1719.  
CHAMPAGNE GROWERS AND  
SHIPPERS.  
Ship only the Finest Quality  
Extra Dry (Green Seal).  
LAUTS, WEGNER & CO.,  
Sole Agents.  
Hongkong, 17th May, 1905. 123

DAVID CORRAR & SON'S  
MERCHANT NAVY  
NAVY BOILED  
LONG FLAX  
RELIANCE CROWN  
TARPAULING  
ABENHOLD, KARBERG & CO.  
Sole Agents.  
2851

DANCE PROGRAMMES,  
FOR PRIVATE AND PUBLIC DANCES  
ALSO  
MENU CARDS.  
NEWEST DESIGNS.  
Specimens and Quotations forwarded on  
application to  
THE PRINTING DEPARTMENT  
"Daily Press" Office.  
Hongkong, 16th December, 1905. [2814]



## INTIMATION



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WINE AND SPIRIT MERCHANTS.

ALEXANDRA BUILDINGS.

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The following Brands are recommended as high-class Wines of superior quality.

- Per Doz.
- B. SUPERIOR PALE DRY, DIN. NER WINE, GREEN SEAL CAPSULE... \$12.00
- C. MANZANILLA PALE NATURAL SHERRY, WHITE CAPSULE... 13.50
- C.C. SUPERIOR OLD PALE DRY, NATURAL SHERRY, RED SEAL CAPSULE... 16.00
- D. VERY SUPERIOR OLD PALE DRY, CHOICE OLD WINE, WHITE SEAL CAPSULE... 18.00
- E. EXTRA SUPERIOR OLD PALE DRY, VERY FINEST QUALITY (old bottled), BLACK SEAL CAPSULE... 27.00

"D." AND "E." ARE FAVOURITE WINES ALL OVER THE FAR EAST AND ARE SPECIALLY RECOMMENDED.

**A. S. WATSON & CO.,**  
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ALEXANDRA BUILDINGS.

**NOTICE TO CORRESPONDENTS.**  
Our communications relating to the news columns should be addressed to THE EDITOR.  
Correspondents must forward their names and addresses with communications addressed to the Editor, and for publication, as evidence of good faith.  
All letters for publication should be written on one side of the paper only.  
No anonymously signed communications that have already appeared in other papers will be inserted.  
Orders for extra copies of DAILY PRESS should be sent before 11 a.m. on day of publication. After that hour the supply is limited. Only supplies 1000.  
Telegraphic Address: BUNSON, CODES: A.B.C. 14 Ed. Editor.  
P.O. Box, 38. Telephone No. 12.

**BIRTH.**  
On 15th January, at 6:30 a.m., at No. 11, Seymour Road, the wife of Mr. A. WEILL, of a son.  
[20]

HONGKONG OFFICE: 10A, DES VŒUX ROAD C.  
LONDON OFFICE: 131, FLEET STREET, E.C.

## The Daily Press.

HONGKONG, JANUARY 16TH, 1906.

It appears that among the suggestions as to the future policy of China in respect to her foreign relations, which were made by the Chinese Minister in Paris, was that of China's effecting a reform in her judicial proceedings so as to entitle her to ask for abolition of the extraterritorial clauses in her Treaties, which deprive her of jurisdiction over foreigners resident within her borders. No doubt this is an end which is most devoutly to be wished; but it is one which is by no means so easy of attainment as at first blush might appear. Ordinarily the ground upon which the claim by Europeans to extraterritoriality is justified in the existence of torture as an accessory to judicial proceedings. This is so manifestly a just reason for claiming the privilege that it has come by degrees to be looked upon as though it were the sole ground for doing so. There is thus a danger that if the Chinese gave up this exploded and barbarous custom, it might be hastily concluded that there was no longer any reason for insisting upon extraterritoriality. This position is very likely to be taken up by the Chinese who have always (and not unreasonably) felt a humiliation in the system, and are anxious that it should be abolished. If they could come forward and say to foreign nations "you have no more occasion for extraterritorial jurisdiction, as we have now given up torture, which was what you objected to," it is possible that

they might succeed in their representations. It would, however, be a great mistake if this change alone were considered sufficient for making so radical a change. There is much more than the system of torture which is radically wrong in Chinese judicial procedure. Without wishing to lay unfair stress upon the point, it is impossible to ignore that there is an amount of habitual corruption among Chinese officials, which, it is impossible to ignore, finds its way into judicial as well as into other matters; and further there is the undoubted fact that in many cases the officials are too much inclined to yield to popular excitement, and are thus deprived of the independence which is essential in the administration of justice. To do away with these two drawbacks it would be necessary to effect a revolution in the whole of the Chinese administration, and to raise it to a position which it must take time to attain. It may, of course, be plausibly argued that defects of the same character are found among other nations, and that in dealing with them, we are content to take them as they are and accept their full territorial authority as we claim the like for ourselves. It is difficult to argue when the question at issue is one of degree; but we think there are few who will not recognize that there are essential points in which the Chinese differ from almost all other nations in this direction. The idea of treating foreigners with the same consideration as they treat their own subjects would never occur to the Chinese mind, if they had an absolutely free hand in dealing with them. It is true that in many instances they have shown themselves willing to do justice, but this has been under the consciousness that should they fail to do, pressure might be brought to bear upon them through diplomatic action. This is a very different thing from having a perfectly free hand, as they would have in the exercise of judicial functions. Before we could have confidence in the latter we should have to be convinced that the Chinese had improved altogether in their administration, and that, at least, a great deal of the venality and bribery which are proverbially rife among them had been abandoned. Such a change as this is too much to look for for many years to come, though it is not so impossible as might at first be thought of being ultimately attained, if once the Chinese mind can be made to work out of its accustomed groove.

With all their shortcomings, the Chinese have a fair sense of justice, and if they could only grasp the enormous practical importance of putting it into play in public matters, they would, with their keen intellect and practical common-sense form on the whole good jurists. Such a change, however, must be the work of time; and it would be necessary to wait for many years before there could be a hope of its being brought about. Until such time it would be unsafe to give up the right of extra-territoriality. Before leaving foreign subjects dependent upon Chinese justice, European nations must be satisfied that it will be administered in a way in which they could have reasonable confidence. The doing away with torture and even the abolition of barbarous punishments would not in themselves guarantee this. Something possibly might be done as a tentative measure in the form of mixed tribunals, where the authority of the Chinese might be recognised, but with the proviso that a European official should always sit in the Court as a kind of Co-Judge or Assessor, and that no judgment or sentence should be put into effect without his concurrence. Such a system might work satisfactorily as a step towards ultimately giving back complete jurisdiction to China. It would have the advantage on the one hand of making the Chinese acquainted with foreign modes of administering justice, and on the other of showing how far they were capable of doing so by themselves. If such an attempt failed, it would be obvious that it would be unsafe and inadvisable to think of abandoning extra-territoriality, but if on the other hand it were found that the Chinese were able and willing to administer substantial justice, this intermediate course would pave the way to a full recognition of Chinese jurisdiction. The subject, however, is one which must be dealt with with much care and circumspection. While all liberal-minded persons must feel the desirability of removing what is undoubtedly a humiliation to any people that is being deprived of the inherent right as a nation of administering justice in its own way within its territorial limits, it cannot be overlooked that the question is not one of theory but of far-reaching practical importance. The Consular system has worked fairly well hitherto, and it cannot

be said that any grave injustice or even inconvenience has been caused by it either to individual Chinamen or to their Government. There is, therefore, no serious or pressing reason for a change, and however willing we may be to remove anything which may wound the legitimate national self-respect on the part of the Chinese, it would be neither to their interest nor to our own that we should assent, merely upon theoretical and sentimental grounds, to a change which might be fraught with much practical danger.

Mrs. Villiers Hatton held a reception at Headquarters House yesterday afternoon.

The plague return on Jan. 13th gives only two cases for the year. One Indian case of smallpox was recorded.

The Schools' Football Shield was won by the Diocesan School, who defeated Queen's College in the final at Happy Valley on Saturday.

The price of Mr. Dyer Ball's new book on "The Celestial and his Religions" was inadvertently given in Messrs. Kelly & Walsh's advt. yesterday as £3.00. The price is \$3 only.

The Shell Transport Company's *Pecten* is (Dec. 13th) ashore at Port Eads, outside New Orleans. Two tugs have been sent to her assistance. The *Pecten* is 7,291 tons, built in 1902, and valued at \$20,000.

The great missionary body, vaguely remarks a London journal, numbering over 3,170 persons are already contemplating the celebration of the first century of Protestant missions in China, which will be completed in the year 1907, when a general conference will be held at Shanghai.

The return of visitors to the City Hall Library and Museum for the week ending Jan. 14th shows that of non-Chinese there were 313 to the Library and 131 to the Museum; and of Chinese 121 to the former and 2,260 to the latter. The Library was therefore used by 434 persons, and the Museum by 2,391.

A baby was born on the top of a London motor-bus one day last month. By a lucky chance the vehicle was opposite the Queen Charlotte Lying-in Hospital, whither mother and infant were taken. A London journal reports that they were both progressing satisfactorily, and the bus conductor is just beginning to get over his surprise.

At a meeting held in Brussels on Dec. 13th an important company was formed under Government auspices with the object of extending the commercial relations between Belgium and Japan. Among those present were a representative of the commercial department of the Belgian Foreign Office, the Japanese Consul-General, and several leading men in the world of finance.

By kind permission of Lt. Col. Aitken and Officers 119th Infantry the Band of the Regiment will play the following programme at the U.S.E. Club, Kowloon, to-day, commencing at 4 p.m. —

March... "The Soldiers of the Queen" House  
Overture... "The Distant" Arthur  
Waltz... "Venezuela" ... Northman  
Selection... "The Girl" ... Jones  
Mouseton Mignon "Salut D'Amour" ... Elgar  
Descriptive March "Cak, Cak" ... Thubau

Somewhat embarrassing inquiries are being made by Americans as to the steps to be taken by the British Foreign Office in the *Knight Commander* case. Americans are considerably interested, as the cargo was shipped from the United States, and to a large extent was insured there. The steamer, however, was British and the cargo by side had passed out of American ownership, so that President Roosevelt is understood not to be able to move diplomatically.

The Dominion Government has made a formal application to be included within the Anglo-Japanese commercial treaty of 1894. Eight years ago Canada decided not to take advantage of the treaty, but it has since become apparent that this was a mistake. There are great possibilities of trade between the two countries, and as Japan has intimated her willingness to waive any technical objections which might be raised to prevent the application, the Dominion will shortly secure most-favourable nation treatment in Japanese markets. In the same way Japan will secure corresponding benefits in Canada, notably the cessation of the harassing legislation against Japanese in British Columbia which has been annually adopted by the Legislature of that province for several years.

The Washington correspondent of the *Times* says:—It is not understood precisely what the Korean agents who have presented to this Government a kind of memorial or protest against Japanese authority in Corea expect to accomplish. Whether this memorial really proceeds, as is alleged, from the Emperor may be a question. Its accusations against the Japanese of harshness, cruelty, and indifference to Korean rights find, perhaps, some support in independent testimony, not, however, official. They are at worst the acts of subordinates and are to be judged by Oriental and not by Western standards. But it is not easy to see how this Government can intervene. Not only has the President recognized Japan's suzerainty, but he has withdrawn the lately appointed American Minister to Seoul, Mr. Morgan, and sent him to Cuba. Prince Min has been received by the Secretary of State, but not officially. Mr. J. Halbert, the bearer of the memorial, is not much known.

## TELEGRAMS.

"DAILY PRESS" EXCLUSIVE SERVICE.

## STATE OF THE POLL.

London, January 15th.  
Fifty-two Ministerialists and four-teen Unionists have been returned.

## GERMANY AND THE UNITED STATES.

London, January 15th.  
A tariff war between Germany and the United States is considered inevitable.

## COTTON.

London, January 15th.  
It has been resolved to reduce the cotton acreage by 25 per cent., and maintain a price of fifteen cents per lb.

## FRANCE AND VENEZUELA.

London, January 15th.  
Diplomatic relations between France and Venezuela are broken off. The cable between New York and Venezuela is interrupted.

## PAKHOI.

(FROM OUR CORRESPONDENT.)

January 8th.

CONSULAR CHANGE.  
Monsieur G. Lecomte, Vice-Consul for France at this port, after a stay of a year and a half, during which he made many friends, left for France, via Hongkong, on the 19th ultimo. Monsieur Lecomte's health did not thrive in this climate; he had malaria fever. His last departure, I understand, is due to his recent illness. Monsieur A. Guibert, his successor, accompanied by Madame Guibert and child arrived here on the 23rd ultimo.

NEW COMMISSIONER.  
Mr. J. F. Olsen, Commissioner of Customs arrived here on the 6th instant to fill the post left vacant by the departure of Commissioner Johnston, who left for England last month on four months' leave.

CONCERT.  
A soiree musicale was held in the French School House on the night of the New Year. It was promoted by the French Colony, and was a great success.

A HUMOROUS ROBBER.  
Not many weeks ago several travellers from Yunnan were attacked by a band of highway robbers, but as the former were well armed, they resisted and drove the latter to flight. The travellers reached here in safety. In the meantime some of the robbers were arrested by the authorities on other charges. One of them confessed to having been engaged at robbery, and on being called to disclose the whereabouts of others of his fraternity, he said that he knew some of them who were very successful and who were in the town with a considerable booty. The prisoner was taken along the boarding-houses to look for the men he accused, and soon they were found and arrested. He had pointed out the travellers who had just beaten off his gang. The travellers protested their innocence, but as the soldiers insisted on the performance of their duty, the accused had no alternative but to give in, but before doing so they insisted that an inventory of their valuables, consisting mostly of native opium, should be written down, besides asking that they be taken to Limchow at once for trial, where they were confident they would be released on proving their innocence. They were forthwith escorted thither, together with eleven other prisoners. At the trial, the seven travellers successfully proved their innocence and were escorted back triumphantly. On the way, fire crackers were let off by way of apology, till they reached the boarding-houses in which they were arrested.

SANITARY BOARD ELECTION.  
The election to fill the vacancies caused by the retirement of Mr. H. E. Pollock, K.C., and Mr. A. Runjahn from the Sanitary Board is, as was expected, not likely to provoke a keen contest. Mr. Sheldon Hooper, proposed by Mr. E. H. Sharp, K.C., and seconded by Mr. E. W. Mitchell, and Mr. Henry Humphreys, proposed by Mr. D. R. Law and seconded by Mr. F. Maitland, are the only two candidates who have come forward, and as there is little prospect of another being nominated, those gentlemen will probably be returned unopposed.

In the event of a contest, it is interesting to note that the Government has modified the stipulation with regard to the establishing of voters' qualifications. The original stipulation was that they should produce the receipt for the rates "paid by them" for the month of December. They now add, or otherwise satisfy the Registrar that they are entitled to vote.

WEATHER REPORT.  
The Hongkong Observatory yesterday issued the following report:—

On the 15th at 11:40 a.m.—The barometer has risen in E. Japan, and fallen over China and W. Japan.

Pressure is highest over S. China. It remains low, apparently, over Manchuria. Gradients are slight to moderate. Fresh monsoon may be expected in the Formosa Channel, and strong monsoon in the China Sea.

Forecast:—Moderate N. winds; cloudy, drizzling rain.

## SUPREME COURT.

Monday, January 15th.

IN ADMIRALTY JURISDICTION.

BEFORE SIR FRANCIS PIGOTT (CHIEF JUSTICE) AND CAPT. MORRISON, NAUTICAL ASSessor.

The Yik On Steamship Company sued the owners of the steamship *Kwang Tung* for \$500, for damage caused by a collision between the *Tai On* and the *Kwang Tung*.

Mr. W. Slade, instructed by Mr. R. Harding, appeared for plaintiffs, and Mr. E. H. Sharp, K.C., instructed by Mr. H. J. Gedgo (of Messrs. Johnson, Stokes and Master), appeared for the defendants.

The preliminaries and pleadings having been read,

Mr. Slade outlined the case for the plaintiffs. At the outset he mentioned that his friend and he were agreed on one point—that that action was not confined to the amount of damage sustained in the collision. The *Kwang Tung* had sunk a fully-laden salt junk, and one of the parties must pay that *salutium* of \$20,000, so that the sum in dispute was really much more than the \$500 claimed. Proceeding to relate the facts, counsel said that his Lordship would see from the preliminary acts that the case resolved itself into a dispute between the two steamers as to which was the overtaking vessel. The *Tai On* said it was the *Kwang Tung* and the latter said it was the former. He believed he would be able to satisfy his Lordship that the plaintiffs' story was the accurate one. They said the *Kwang Tung* was the overtaking vessel and there could be no question as to her liability. It would be proved that she steered a course which brought her across the bows of the *Tai On*, and another point against her was that she admitted increasing her speed, and being the overtaking vessel she passed the *Tai On* and caused the accident.

The story of the *Tai On* was an exceedingly simple one. She left Hongkong at 8 o'clock on the evening of the 10th May, and the other vessel left exactly an hour later. The *Tai On* was an old and very slow ship, while the *Kwang Tung* was a comparatively new and fast vessel. Some time before the *Tai On* reached Whampoa she reached Whampoa at 4 o'clock—the *Kwang Tung* passed her. From Whampoa up to the place of collision, a distance of some miles the *Tai On* maintained the same easy speed at which she had come up from Hongkong, even against the tide because she was in plenty of time. She came up to the *Kwang Tung* which was obviously going deadslow, and passed her about 5.15. Plaintiffs were exchanged between the Captains, and the *Tai On* drew ahead. Immediately she was clear of the *Kwang Tung*, the latter, which was the faster of the two vessels, put on speed and came on again. She overhauled her and after the two ships steamed close together for a short distance, drew ahead, between the barrier and the Salt Flats, where the channel narrows very considerably. At that point it would be prudent for the ship on the starboard side to alter her course. The *Kwang Tung*, which was not quite clear ahead, started so as to get clear of the bank and enter the deep narrow channel. She miscalculated her speed and the amount of room she had, with the result that her quarter struck the *Tai On* a glancing blow on her bow. The *Kwang Tung* was then unable to straighten up in the narrow channel—her stern was held—and she struck the junk on the left hand side of the river. The damage done to the *Tai On* was little more than breaking some stanchions caused by her anchor being forced inwards. As far as could be seen from the answer to the preliminary acts, the story of the *Kwang Tung* was that the *Tai On* at no time succeeded in passing the *Kwang Tung* and that the accident was caused by the *Tai On* sheering from side to side. When there was a danger of a collision the *Kwang Tung* stopped and reversed her engines, but they failed to avert the collision. In conclusion, he stated that since the collision the first mate of the *Tai On* had died.

Captain Norris, master of the *Tai On*, said he had been engaged in navigation on the Canton River since 1878. Detailing the circumstances which led up to the collision, he stated that the *Kwang Tung* passed the *Tai On* below Whampoa and above that place he saw her about a mile and a half or two miles ahead. Continuing at the same easy speed, the *Tai On* passed the *Kwang Tung* on her port side about 5.15 and drew ahead. About ten minutes later he heard the noise of a steamer coming up behind. Then he saw the *Kwang Tung* come up and re-pass the *Tai On* on the starboard side. When right abreast the two ships drew towards each other and witness sang out "Captain Walker, mind what you are doing." There upon a bell was rung on the *Kwang Tung* which shot ahead, starboarded her helm and crossed his bow. When she was going across his bow, he telegraphed to stand by, full speed astern, and helm amidships. There were junks on his port side which gave him no room to starboard his helm. The *Kwang Tung's* stanchions caught the fluke of his anchor and broke the stanchions forward. When she got clear from his vessel, he saw her run into the salt junk on his port side. In trying to straighten up, she caught his anchor and the obb being on her starboard bow that caused the *Kwang Tung* to run into the junk. He went straight on and reported the matter.

Cross-examined—When the *Tai On* passed the *Kwang Tung* on the starboard he was in the middle of the channel. It was not compulsory that whistles should be blown if an overtaking vessel wished to pass. It was usual to do so if there was little room. It was etiquette that vessels should proceed up the river in their berthing order.

Cross-examined—When the *Tai On* passed the *Kwang Tung* on the starboard he was in the middle of the channel. It was not compulsory that whistles should be blown if an overtaking vessel wished to pass. It was usual to do so if there was little room. It was etiquette that vessels should proceed up the river in their berthing order.

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Have you ever been complained of for breaking this rule?—No, not to my knowledge.

Were you master of the *Tai On* when she collided with a Chinese torpedo boat?—Yes.

You have not heard whether your owners have had to pay damage?—No.

I put it to you that the *Kwang Tung* had to go full speed ahead to clear you?—That is not so.

I put it to you that your bow never got forward to her midships. Then she began to leave you behind and you began to sheer about and got into her?—I was clear ahead of her.

At no time was your bow further forward than our wheelhouse?—No that is wrong.

Have you read the evidence given by Mr. Lewis, a passenger on board the *Kwang Tung*?—I don't know anything about it.

Did you ever hear that evidence was given by some one who was going away?—Oh, yes.

Did you ever hear that he said that your bow never came further forward than our wheelhouse?—I am sorry to say he knows nothing about the ship.

Did you ever hear that?—Yes.

Re-examined—You were asked about signals. Did the *Kwang Tung* give you any signals?—No.

It was said you did not stand by?—It would have been a dangerous to have stood.

Why?—I would have drifted among the junks. Besides I had a passenger to land.

William Stanfield, chief engineer on board the *Tai On*, gave evidence as to times of stopping and starting the engines.

Tang Sing, at present chief pilot on the *Saa Cheng*, and formerly on the *Tai On*, denied that vessel had been sheering prior to the collision as alleged, nor did she change her course after she had passed the *Kwang Tung*. The place was narrow and shallow where the *Kwang Tung* tried to cross the bow of the *Tai On*.

The quartermaster of the *Tai On* gave corroborative evidence.

This concluded the case for the plaintiffs.

Mr. Sharp opened the case for the defendants. He said that the *Kwang Tung* left Hongkong at 9 o'clock, and about 12.30 the *Tai On* was sighted well ahead. Some time after that the *Kwang Tung*, which had been going full speed, slowed a little, there being plenty of time to spare. The *Kwang Tung* passed the *Tai On* near Tiger Island about 1.50 and from then until the collision the *Kwang Tung* remained in front at varying distances. The *Tai On* fell behind. About 5.10 or a little earlier the *Kwang Tung* passed the Whampoa barrier, by which time the *Tai On* was about half a mile astern. She gradually overhauled the *Kwang Tung*, but Captain Walker thought nothing of this, as it was usual for steamers to congregate there and enter Canton in procession. He assumed that the *Tai On* would slow up and it did not occur to him that she intended to pass him. Not till a few minutes later did he realise this and then it was too late for him to do anything. About 5.20 the *Tai On* came close to the *Kwang Tung* and rapidly began to overtake her on her port quarter. There had been some misunderstanding as to the sheering. What they meant was that the wash from the vessel in front caused the bow of the *Tai On* to swerve, and her helm brought it up again. Captain Walker feared this oscillation would bring the *Tai On* into him and so he properly quickened his speed and went ahead. What occurred after the collision was common ground between the parties. It took place at the narrowest part of the channel, below the Salt Commissioner's yam, and the effect of it was to force the bow of the *Kwang Tung* round to port, put her across the river almost at an angle of 45 degrees, and though her engines were immediately reversed she ran into the junks ahead. Had it not been that she broke this junk she would have run aground, as she had full speed. The crucial question was very simple. The *Kwang Tung's* case was that the collision was caused by the *Tai On* which throughout was the overtaking vessel and never passed clear of the *Kwang Tung*.

The evidence of Reginald George Lewis, railway engineer, a passenger on the *Kwang Tung* on the night in question, taken on commission, was read. He stated that the bow of the overtaking steamer, the *Tai On*, was never level with the bow of the *Kwang Tung*. The *Tai On* struck the latter on the stern with her bow and altered her direction, causing her to ram the junk.

The case was adjourned.

CORRESPONDENCE.

A SUGGESTION.

TO THE EDITOR OF THE "DAILY PRESS."

Hongkong, January 15th.

Sir,—The dates of the Races have been altered owing to the arrival in this Colony of H.R.H. Prince Arthur of Connaught; but on the very day of his arrival here the Government should afford an opportunity to the public to be present at his landing by granting a public holiday on that day. Will it be so?—Yours truly,

A LOYALIST.

HONGKONG GUN CLUB.

The annual Championship meeting was held on the 13th inst. The Championship was won by His Honour, Mr. A. G. Wise, Mr. A. C. Macmillan being second, after a tie with Mr. G. C. Moxon.

The Ladies' Nomination Prize was won by the Honourable Mr. Gershom Stewart, with Mr. A. G. Wise second.



## ELLIS KADOORIE CHINESE SCHOOLS SOCIETY.

## INTERESTING TOUR BY THE GOVERNOR.

At the Hongkong College of this Society yesterday, His Excellency the Governor distributed the prizes won by students for the year's work. The cadets were drawn up as a guard of honour, and welcomed him on arrival with a salute. Amongst others present were Mr. and Mrs. Ellis Kadoorie, Mr. and Mrs. W. D. Braidwood, Messrs. D. Nicol, J. Walker, E. J. Moses, F. C. Lewis, Lau Chu Pak, Fung Wa Chui, Fung Shau Shan, Ho Kom Tong, Choi Tze Yik, Lam Shan Ping, Ip Lau Chuen, Ross E. J. Barnett and H. R. Wells, and Mesdames Gahner, Ezra, Petrie, Pearce, Alhutt, Woodcock, Bryson and Chapman.

Mr. W. D. Braidwood, principal, read the annual report as follows:—

Your Excellency, Mr. President, ladies and gentlemen, it gives me much pleasure to present to you the fifth annual report of the Society's Hongkong College. For grant-in-aid purposes, the school year ends on June 30th and on the 9th of that month we had a surprise visit and examination by Mr. E. A. Irving, Inspector of Schools. His opinion of the condition of the school at that time is voiced in the following statement:—

**INSPECTOR'S ANNUAL REPORT FOR 1904-05.**

**Discipline and Organisation.**—The school has grown so much during the past year, that some increase to the European staff seems required. Many of the Chinese masters are inefficiently acquainted with modern methods of teaching, but the Head Master's time is so largely occupied with teaching that he has little left in which to advise and correct them. I do not think the organization is likely to be thoroughly satisfactory until the services of another trained English master are obtained. Discipline on the whole is very good. Work sent up for examination should be done neatly on foolscap paper. The school has made good progress during the year.

**Sanitation.**—Satisfactory. The buildings are not well adapted to accommodate the present large numbers. But there is no danger of insufficient ventilation.

**Apparatus.**—Very satisfactory except as regards local maps in the lower classes.

**English Colloquial.**—A considerable improvement has been made in the lower classes as compared with last year. But the result is not yet all that can be desired. The boys in the two top classes speak very well.

**Reading.**—The readers used are suitable. Reading is well taught.

**Writing.**—Class A and B did compositions which, taking the class as a whole, were very good. Two of them were excellent. They might, however, do even better, if they would give more attention to the matter; some of them erred on the side of brevity. The composition in Class II was "fair to poor." This is not surprising, remembering how badly these boys spoke English last year (see last Annual Report). This case is a good instance to show how difficult it is to learn to write a language without ability to speak it. Composition is, on the whole, well taught in the lower classes.

**Geography.**—An easy paper on Asia set to the top classes was well done; on the whole, though, in a somewhat slovenly and untidy fashion. The art of illustrating answers by sketch maps should be practised. Fuller answers are expected from Classes I and II. Local geography is now taught in the lower classes. The Chinese masters require assistance in selecting the facts to be taught. For example, in Class II, boys who knew the names of very little territory around the Island, were yet ignorant of the position and uses of various rivers.

**History.**—The course laid down by the Committee on history and geography is being followed. The subject is being taught thoroughly, but unfortunately the text books have been in the hands of the scholars for a month or two only, not sufficiently long to enable me to form a definite opinion as to the rate of progress.

**Hygiene.**—The Hygiene reader has been begun and is being well studied as a reader. The Head Master has not found it practicable to illustrate the lessons by practical experiments, which is a pity.

**Chinese.**—Is very good throughout the school. A difficult piece of translation from English into Chinese was well done in the top class.

**Arithmetic.**—In the top class very good work was done at examination. The second class on the other hand did not do well. Arithmetic may, however, be considered a strong subject throughout the school. The following two points should be borne in mind: (a) answers to money problems should be given in pounds, shillings and pence, or in dollars and cents, and not in fractions of a pound or dollar; (b) the unitary methods should be more frequently used in the solution of problems.

**Grant.**—I recommend a grant at the rate of 30%.

In the opening paragraph of his report Mr. Irving puts his finger on the weak spot of our system—the ignorance of modern methods of teaching shown by our Anglo-Chinese masters. Now there are two ways in which this defect may be remedied. (1) By the establishment of a Training College for such masters, or (2) by the Principal of each school or college training the Anglo-Chinese members of his own staff. In the absence of the former, the latter appears to be the only alternative and if it is to be successful the Principal must, to a certain extent, be relieved of other duties, that he may have the necessary time to devote to this object. Recognising this, the Council of this Society is now engaging the services of another trained English Master and we expect him to arrive shortly.

As regards the lack of local maps in the lower classes, I would direct attention to the fact that good, reliable wall maps of Hongkong and the adjoining provinces of Kwangtung and Kwangsi cannot be got in the Colony. An effort has been made to follow the course laid down by the Committee in History and Geography. The History book prescribed, Meyer's General History, is an excellent text-book, but would be more suitable for class teaching, were it subdivided. The subject might then be commenced in Class III, instead of in Class II, as at present. Hygiene, as a class subject, was taken up as soon as a manual, published by direction of the Government, was procurable, and has constituted a part of the regular curriculum since the first lesson was given on March 17th, 1905. Experience suggests the advisability of having the manual translated into Chinese for use in the lower classes. The Shield and Prizes offered for competition in this subject by your Excellency were great incentives to study, and in addition to a team for the Elementary course, we entered five competitors for the Senior course. The results were not encouraging, but prove conclusively that a team composed solely of Chinese boys and writing a foreign language cannot hope to compete successfully against other teams composed solely, or in part, of English-speaking students. Following the usual precedent the Head Master's annual examination was held in December. As in former years, the bulk of the English papers in the upper classes were corrected by Messrs. Hamilton and Scott, while the translations were examined and marked by Mr. Fung, the senior Anglo-Chinese assistant. Stated concisely the results were as follows:—Reading, 99 per cent.; dictation, 66.75 per cent.; arithmetic, 61.03 per cent.; English composition, 75.12 per cent.; English colloquial, 90.02 per cent.; geography, 85.89 per cent.; grammar, 73.18 per cent.; science, 97.77 per cent.; translation (English to Chinese), 91.87 per cent.; translation (Chinese to English), 91.53 per cent.; history, 90 per cent.; measurement, 65.55 per cent.; mathematics, 42.21 per cent.; hygiene, 97.43 per cent. Compared with last year's results there is a decided improvement in eight subjects, viz., reading, dictation, English colloquial, geography, science, translations and history, while in the remaining subjects the percentage is somewhat lower. The high percentage of passes in translations from English to Chinese and vice versa is due to the fact that this subject is now confined to the upper classes. The library, the inception of which I mentioned in my last annual report, has been largely taken advantage of, more especially by the senior boys, to many of whom, I am pleased to say, it is proving a source of pleasure and profit. Some few additions were made to it in the course of last year, but more books, of a juvenile character, are wanted for the younger pupils.

In October last physical exercises and simple military drill were added to the curriculum as a voluntary subject, and 170 boys elected to take the course. For a month these were under native instructors, but it was thought advisable to adopt the English system, and since November 1st, Master Gunner P. Gahner, R.A., has been in charge. Under his firm but kindly discipline a marked improvement is already observable in their carriage and appearance. Owing to the restricted area on which the school is built no adequate space is available for purposes of drill, and we are much indebted to our Vice-President, Mr. Fung Wa Chui, who kindly offered the use of part of his grounds at 'Altium' for this purpose.

In 1903-4 when the school was first placed under the Government grant-in-aid scheme the average annual attendance was 185.88 and the amount of grant earned \$2,112. For 1904-5 the average annual attendance was 248.75 and the grant earned \$4,281, being an increase of \$2,169, or nearly 15 per cent. in attendance, and \$2,169, or nearly 38 per cent. in grant earned. Since the end of the school year, June 30th, 1905, the average attendance to date is 297.21. As our school buildings are too small to accommodate the numbers seeking admission the Council resolved to make an addition to the existing premises. Plans were prepared and the Government approached through the Educational Dept. with the object of securing a building grant. In this we were successful and building operations began on Sept. 22nd, and should nothing untoward occur we hope the work will be finished in May of the present year. When completed we will have a covered playground, a large examination hall, and three additional class rooms. This will enable us to accommodate 300 more pupils, 600 in all. The total cost will be about \$15,000 and of this amount the Government has, I understand, agreed to pay \$7,000. The system by which pupils are rewarded for regular attendance by being exempted from payment of fees meets with increased success, for whereas in 1904 only 14 boys made the possible number of attendances, in 1905 86 had no absent mark recorded against them, while 76 have made 200 or more attendances out of a possible 213. The competitions in connection with the Balfour Trust Fund No. 2 were re-inaugurated in 1905 and in the examination held on April 27th Lau Tin Chung tied for 4th place. The Balfour Scholarship of \$50 has again been won by Lau Chung, but as it is tenable for 1 year only, it falls to the second boy, Lai Ki Hong, who was but 11 marks behind his successful rival. For the Ho Kam Tung Scholarship (Junior), the contest was so keen that a second and more difficult paper in translation had to be set. The measure of success and progress which has attended the school work is due in no small degree to the support I have received from the staff, and the keen interest taken in the welfare of the school by the members of Council, more especially the President and Hon. Secretary. I am pleased to have this opportunity of thanking them all for their hearty co-operation. In

addition to the Directors of the Tung Wah Hospital and the Committee of the Po Leung Kuk, we are much indebted to the large number of gentlemen, over 50, who have so liberally contributed to our Scholarship and Prize Fund. Time will not permit me to mention their names here, but we are deeply sensible of their kindness, and of the practical way in which they have shown their interest in, and sympathy with, our educational work.

Several of the students then displayed their abilities as elocutionists, and at the conclusion of this part of the programme His Excellency presented the prizes. He then addressed those present as follows:—Ladies and Gentlemen—This school, while maintaining a satisfactory standard of efficiency, is rapidly increasing in numbers and importance. The attendance here is one of the best of any of the educational establishments in the Colony, and I hope it goes on as it is at present, and that before I leave Hongkong I will see an attendance of 600 students. It has given me much satisfaction to recommend to the Secretary of State that a large building grant should be given to the school to provide for this attendance, and my recommendation has been approved by Mr. Lytton (applause). I am glad the management has recognised the necessity, pointed out by the Inspector of Schools, of adding to the European staff and to the instructional course, and I would point out that if the school desires to maintain its present standard of efficiency, and at the same time to constantly increase its number, it would be well for the strength of the teaching staff to be kept rather above than below the requirements of the moment (applause).

Addressing the scholars, His Excellency said:—Boys—I hope you as well as the masters have listened very carefully to the weak points in your work that were pointed out by the Inspector of Schools, and will do your best next term to improve in these subjects. I do not propose to dwell any more on these weak points to-day, but I shall try to interest you on the same subject as I spoke about last year—that is, the study of geography. Those of you who were here then will remember that I said one of the easiest ways of learning geography was to read books of travel. Another pleasant way is to listen to lectures by people who have travelled. I cannot claim myself to have been a great traveller, but duty and pleasure sent me to some of the way parts of the world; and I propose this morning to try and interest you by an account of a journey I made fifteen years ago. I was then stationed at a place called Karachi in the west of India, and engaged making plans for a new fortification. Karachi is one of the six defended ports of India, and also, next to Calcutta and Bombay, the leading commercial place. Its commerce largely depends on the exporting of grain which is grown in the Sind and in the North Western provinces. It has some connection with Hongkong because it is the headquarters of the Baluch regiments, and one of them is now here. It is a very hot place, and my principal recollection of it is the sand that one saw everywhere around it. I am told now that by the planting of trees and the making of gardens it has been made a more pleasant place, but I was glad to get away from it. I took steamer and went to Muscat on the north east coast of Arabia. This place has what is called a landlocked harbour, that is to say, it has rocky hills on every side, which nearly meet at the entrance and this is very narrow; the water inside is not much disturbed in case of storms. On these rocky hills there were old Arab forts, and in them I saw a great many quaint guns. One big cannon had on it the arms of Philip II. of Spain who lived in the fifteenth century. There were three brass guns given by George III. at the commencement of the nineteenth century, and some recent American "notions" in the way of artillery. At the back of the harbour the town rises on the low hills, and the streets are very narrow and dirty; the place altogether is not a particularly agreeable one to stay at, owing to the intense heat. Nevertheless, it was the headquarters for a long time of a small British naval force which in old days was intended to suppress the pirates. They were then nearly as plentiful as they are in some of the Chinese rivers, but now they are all suppressed. A gulet is generally kept there, however, and on the rocks the sailors have painted up in white the names of the boats which have been there. From Muscat I crossed the coast of Persia to a place called Bunder Abbas, named after the Shah, Abbas I., a very great ruler who lived about the same time as Philip II. and the English Queen Elizabeth. That was the time when Ivan the Terrible was Emperor of Russia and Akbar, the Great Mogul, ruled all Delhi. Shah Abbas the King of Persia, is very well remembered there now. He did a lot of good to the country, and put up many important buildings. All along the South of Persia one comes across what are called "rest houses" for caravans. They consist of vaulted chambers which run round a square, and in the middle of the square the ponies, horses, mules and other animals of the caravan are tethered. In the vaulted chambers the travellers rest. There is no furniture in them and they are quite open on one side, but that does not matter much in a hot country. I generally found it most pleasant to go to sleep in the open air on the roof, to which I had access by stone steps at the four corners of the square. Bunder Abbas is at the entrance to the Persian Gulf close to the Island of Ormuz. I went to see the latter in a boat, because it was a place I had often heard of. From four to five hundred years ago it was one of the most important places in Asia. It was, as it were, the Hongkong

of Asia—the great distributing centre. This was in the days before ships went round the Cape of Good Hope, and the goods of Europe were first of all collected at places in the Mediterranean, of which the most important was Venice, then taken across the Mediterranean and across Asiatic territory to Damascus and Bagdad, or also across Persia and distributed in India and even China. In consequence of this, many merchants settled at Ormuz and became wealthy. The place was so wealthy that long after, when people wanted to talk of wealth they referred to Ormuz. In his great poem "Paradise Lost," Milton described the throne of Satan, and wishing to explain how rich it was in gold and precious jewels said—

"On it centred all the wealth of Ormuz and of Ind."

Ormuz went down very soon after the discovery of the route to the East via the Cape. That was made at the end of the fifteenth century by Vasco da Gama, about whom Camoens wrote in his poems called "The Lusads," which were partly written at Macao, a place you all know. A statue of Camoens is erected there now to celebrate the fact of his having lived there, and of his journey round the Cape. This journey very soon destroyed the commercial position of Ormuz, and the Portuguese, in order that the goods should no longer go overland, but round the Cape, took Ormuz from the Persians. They built a big castle there, which is all that remains of the place except a few ruins. From Ormuz I went to another place on the Persian coast called Lina. While walking through the town I came to an open space round which a great number of people were assembled. I noticed they were watching a man on horseback who was giving a recitation, assisted by other men who were dressed up in armour and carried spears. I learned that this was a miracle play, that is, a play representing some event holy to the Persians. This event was connected with the death of two relations of the prophet Mahomet who were killed in the same century as the prophet lived, and their death is still lamented by a great section of the Mahomedans. The Mahomedans are divided into two sects, the Sunnites and the Shiites, but the difference between them is difficult to appreciate when one is not a Mahomedan. The Sunnites believe in the first of the three Khalifs, while the Shiites believe that they were not rightful Khalifs. From Lina I crossed to the other side of the Gulf and reached a place called Behring which is celebrated for its pearl fisheries. The natives, Persians and Arabs, dive from ships to the bottom of the sea and bring up the shells containing the oysters from which the pearls are extracted. There is also in Behring the ruins of a Portuguese castle, but the thing which most strikes travellers is the way they get fresh water there. There is very little on the island, but in the middle of the sea a spring comes right up from the bottom, and divers go through the salt water to the bottom, and get the fresh water. From Behring I returned to the Persian side, and next arrived at Bushire. This is mostly known to English people as the headquarters of the expedition which visited Persia at the end of the last century. At that time the English were very much afraid that the French would get to India through Persia, so they were constantly on the alert to get Persia under our hands. Nowadays we don't fear France, but know that Russia has a design on that country. At Bushire I left the ship and started inland by caravan. The road was small, but my pony took me 20 miles a day. I had mules for my servants. We started in intense heat, but after three days' travelling up country the weather got cooler and cooler. Every day we travelled the palm trees into cultivated valleys of wheat and peas, and on the fourth day arrived at Sheraz which is celebrated first of all for its gardens, then for its beads. A Persian garden consists of a square place surrounded by a wall and filled up with rose and orange trees; while down the centre run rivulets of water. The great poets of Persia are entombed in Sheraz, and all Persians who go there pay a visit to their tombs; and so do all Europeans. A story is told that a Mahomedan reader always stands at the grave of Hafiz in order to read one of his poems. The story is told by an English ambassador who spoke Persian. He visited the grave with others, and when those who did not understand Persian wished to leave before he had read the poem he said, "No, make them stop. When I recite, even if I do not understand I will make them." He did so by very careful intonation and pronunciation, although they could not understand the words at all. Well, I think it would tire you if I went on to tell you more about my journey, so I will close my remarks and give to the boys most profitable in geographical studies the best English version of the travels of an Italian who lived 500 years ago and made the journey overland from Europe to China. In the connection he was supposed at the time to have exaggerated tremendously, and much so that his friends called him the "man of millions," because he was always talking of the millions of people and things he saw. Modern research has shown, however, that Marco Polo was a very accurate and observant traveller.

Mr. Braidwood briefly thanked His Excellency for his kindness in attending to distribute the prizes and the boys gave him three ringing cheers.

**PRIZE LIST.**

The Balfour Scholarship was won by Lai Ki Hong; the Ho Kam Tung Scholarship (Senior) by Lau Tung; the same (Junior) by Lau Wa Tung. School Scholarships were won by Lau Tin Chung, Lo Che Ho, Lau Ming Chung, Tsang Kwong, Fok Lai Fong, Sham Wai Ching, Siu Kuk, Lau Yau Tung, Chan Kam Cheung, Chan Yau Mun, Tsang Wai Kwong, Siu Wing Kwong, Ng Shun Hang, Wan Hung To, Mak Wai Hon, Lau Tin Pong, Chan Sang To, Li Cheuk Ying, Chan In Kai, Ho Yuk, Siu Kwan Fat, Chan In Targ, Tam Kwok Leung, Ho Shau Hsi, Kwok Siu Chung, Kwok Siu Yan, Lau Hon Hong, An Shai Pun, Tang Man Wa, and Chan Sik Tai.

In the Chinese Department, prizes were gained by Lam Sin Cheung, Chan Sik, Lau Chit Po, Lam Kwok To, Yang Sun, Leung Chung Ho, Chu Sheng Shing, Luk Po Tung, Chong Chu Pan, Wong Wai Man, Tsu Chik Pin, and Lam In Wai.

## LONG. HING &amp; CO.

IMPORTERS OF HIGH CLASS CAMERAS, NO. 17, QUEEN'S ROAD.

N. & G. SPECIAL B. & PLATE CAMERA, fitted with ZEISS "PROTAR" Lens, Yellow Screen, and Leather Case	\$300.00
N. & G. "NYDIA" POCKET CAMERA, 1 PLATE, fitted with ROSS Homocentric Lens and Leather Case	135.00
ROSS FOCAL PLANE CAMERA 1 PLATE, with 3 Dark Slides and Leather Case	140.00
No. 3A. FOLDING POCKET KODAK, with "B. & L. PLASTIGMAT" Lens	130.00
" 4. "SCREVEY" FOCUS "GOERZ" Lens	140.00
" 4. "CARTRIDGE " " " "	135.00
" 3A. FOLDING POCKET " " " "	120.00

## RACES! RACES!! RACES!!!

## "THE BURLINGTON."

UNDER NEW MANAGEMENT.

SPECIAL SHOW DAY, JANUARY 20TH, 1906.

WE beg to inform our numerous CUSTOMERS that on the above date we shall show a large assortment of SMART HATS and TOQUES with other novelties for the RACE SEASON.

2, PEDDER STREET, OPPOSITE THE HONGKONG HOTEL.

Hongkong, 11th January, 1906.

Special prizes went to Lau Tin Chung (Dux), Chan Fung Cheung (for Hygiene), Lai Ki Hong (for Colloquial), Tsang Kwong, Siu Kuk, and Ng Tin Hung gained attendance prizes; and Recitation prizes went to Chan Yau Fong, Pun Chung Wun, Siu King Chi, Lam Sin Cheung, Tsang Yu, and Pang Cheung Yuen.

The donors to the Prize Fund were—Messrs. The Directors Tung Wah Hospital, The Committee Po Leung Kuk, Ellis Kadoorie, Tsui Kwai Ng, Mak Cho Chuen, Tong Lai Chuen, Kwok Siu Lai, Shing Wo & Co., Tsang Si Kai, Un Lai Chuen, Li Shau Hin, Au Kim Tin, Siu Wing Hui, Tsang Hon Cho, Young Kai Tung, Chan King Ting, Lo Lai Chuen, Fung Shau Shan, Cheng Fung Shau, Ip Shoung Yau, Cheung Cheung Chi, Chan Cheuk Hing, Wng Ki Sam, Tsang Yut Kai, E. Cornwall Lewis, Leung Yan Po, Fung Wa Chui, Ho Kom Tong, Pua Yan Chuen, Wan Cho Yau, Ho Chak Sang, Chan Siu Ki, So Tsai Yik, Lau Chit Pak, Tang Lau Kue, Chan Kiu San, Ip Shau Chi, Lo Sai Ki, Wong Chuk Lam, Yang Yik Ting, Chung Shau Ku, Li Sau Lung, Ip Lau Chuen, Wing Cheung Leung, Lau Chiu Ting, Chan Lai Sing, Chiu Yu Tin, Leung Hou Chu, and W. Brewer & Co.

## HONGKONG VOLUNTEER RESERVE ASSOCIATION.

There was a good muster of members of the above Association for the opening shoots of the year on 13th and 14th inst.

Shooting was over the 500 yards range with a possible of 70.

The principal scores were as follows:—	
G. K. Haxton	70
W. H. A. Moore	70
W. Daniel	69
D. J. Mackenzie	68
A. W. J. Watt	68
A. B. Brown	68
H. W. Fraser	67
J. H. Pigeon	66
A. J. Jenkins	65
Wm. Goodfellow	65
A. Denison	65
Sir F. P. Gott	64
T. P. O'Connor	64
J. C. Peter	63
W. H. T. Davis	63
J. Lyons	63
J. Hinchings	62
R. E. O. Reid	60
C. H. W. Kow	60

## THE OSAKA SHOSEN KAISHA.

The result of the working of the Osaka Shosen Kaisha for the half-year just ended was less satisfactory than it usually is. The advance in the price of coal and in charter rates for foreign steamers, and the decrease in the shipment of rice are responsible for the falling off in the profits. The company had to pay about ¥300,000 more for coal during the period than in the preceding half year. The net profit amounted to about ¥700,000, and the directors had to draw ¥300,000 out of the surplus for the preceding period, to enable them to declare the customary dividend of 10 per cent. p. a. annum. The company proposes to increase its capital by ¥5,000,000, and this proposal will be submitted at the general half-yearly general meeting in a few days.

## THE "EQUITABLE."

Messrs. Shewan Tomes & Co. have favoured us with a brightly written pamphlet recording the speeches of officers and agents of the Equitable Insurance Co. at a convention where unwavering loyalty to the Society and its management was the keynote. We have space only to quote a remark made on the third day, by Comptroller W. A. Day. He said:—"Being a lawyer, I looked to the charter for my responsibilities. I read the by-laws which were enacted for the government of the Society, and I found there, as among other things, that the by-laws provide among other things, that the Society's securities, I at once, feeling the responsibility, repaired to the security vaults. Having in mind what the newspapers had said, I supposed that the vaults, possibly, were somewhat denuded of the contents which the last annual report stated should be there. I felt to the vaults at that time something approaching \$185,000,000 of securities. I found there more than \$230,000,000 of bonds and stocks that will pass as first-class in any banking institution in the world. I found also \$84,000,000 of first-class mortgages. I found the records of other securities which together aggregate more than \$420,000,000."

## LATEST STEAMER MOVEMENTS.

The C.P.R. str. *Empress of India* arrived at Shanghai at 1 p.m. on Sunday, the 14th Jan., and left again at midnight same day for Hongkong, and is due here at 10 a.m. on Wednesday, the 17th Jan.

The C.P.R. str. *Empress of China* arrived at Nagasaki at 9 a.m. on Monday, the 15th Jan., and left again at 4 p.m. same day for Kobe, where she is due to arrive at 8 p.m. to-day.

The I.G.M. str. *Preussen*, carrying the German mails with dates from Berlin of the 19th ult., left Singapore on Sunday at 2 p.m., and may be expected here on or about Friday, the 19th inst.

## AN AWFUL SKIN DISEASE

Sores Covered Neck and Cheeks—Itched Day and Night—Nothing Did Me Any Good—Was Growing Worse—Immediately Relieved, and

## SPEEDILY CURED BY CUTICURA REMEDIES

Miss Nellie Vander Wiele, of Lakeside, N. Y., writing under date of April 18, 1904, says: "I do wish you would publish this letter in the newspapers, so that others suffering as I have may see it and be helped. I suffered for many months with an awful skin disease, sores covering my neck, face, and cheeks. Scabs would form and they would swell, and itch day and night. Then they would break open and bleed and matter run out. I had tried many different remedies, but none of them did me any good. I was growing worse when I tried the Cuticura Remedies. The first application helped me, and when I had used two cakes of Cuticura Soap, three boxes of Cuticura Ointment, and three bottles of Cuticura Resolvent, I was completely cured."

## TORTURING, DISFIGURING Humours, Eczemas, Itchings, and Chafings Cured by Cuticura

The agonizing itching and burning of the skin, as in eczema, the frightful scaling, as in psoriasis; the loss of hair and crusting of the scalp, as in scall; head; the facial disfigurement, as in pimples and ringworm; the awful suffering of infants, and anxiety of worn-out parents, as in milk crust, tetter, and salt rheum—all demand a remedy of almost supernatural virtues, and a remedy of almost supernatural success. That Cuticura Soap, Ointment, and Pills are such stands proven beyond all doubt by the testimony of the civilized world.

Cuticura Soap (Ointment and Pills) are sold throughout the world. London: 7, Abchurch Lane. Paris: 10, Rue de la Paix. Australia: 10, Market Street, Sydney. India: 10, Market Street, Calcutta. Hong Kong: 10, Market Street, Hong Kong.

56-21

## TYPEWRITERS

CLEANED, REPAIRED, OVERHAULED

## TYPEWRITING WORK UNDERTAKEN. Charges moderate.

F. A. V. RIBEIRO

(late of the Hongkong Typewriting Bureau)

34, Queen's Road Central (Second Floor).

Hongkong, 25th October, 1905.

## PURE FRESH WATER.

## THE HONGKONG STEAM WATER-BOAT CO., LD., is prepared to supply ANY QUANTITY OF PURE FRESH WATER to the Shipping, both for Deck and Boilers.

Call Flag W.

J. W. KEW

Manager,

Hotel Mansions, 5th Floor,

Hongkong, 8th August, 1905.

## CARTRIDGES.

IMPORTED EVERY MONTH, THEREFORE ALWAYS FRESH

## ELEY'S SCHULZE'S, AMERITE

AND KYNOC'S SPORTING CARTRIDGES 8, 10, 12, 16, and 20 BORE and NEWCASTLE CHILLED SHOT in all sizes, Nos. 10 to 888G. AIR GUNS and AMMUNITION in Variety.

WM. SCHMIDT &amp; CO.

Hongkong, 28th November, 1902.

## DR. NEWELL WILSON,

## DENTIST.

Latest American Methods.

Reasonable Fees.

No charge for examinations.

Office hours 9 A.M. to 5 P.M.

No. 2, PEDDER STREET (next to the General Post Office and opposite to the Side entrance to the Hongkong Hotel),

Hongkong, July 6th, 1905.



## NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed to the Manager, Daily Press, only, and special business matters to the Editor.

Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication, after that time the supply is limited. Only special for Cash.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

Telegraphic Address: PUNSA, CODES: A.B.C., 5th Ed. Libera.

P.O. No. 28. Telephone No. 12.

## NEW ADVERTISEMENTS

## NOTICE.

THE SIGNING of our Firm Per Procuration at Hoibow and Pakhoi by Mr. E. DURLACH will occur from this date.

Hoibow, A. SCHUMBERG & Co. 222  
Pakhoi, 15th January, 1906.

## NOTICE OF REMOVAL.

WE have REMOVED TO-DAY to 4 Queen's Road Central, Premises formerly occupied by the Bank of Taiwan, Ltd. DARTLY & CO.  
Hongkong, 16th January, 1906. [223]

## LOST.

SMALL BROOD, Shape of a Tortoise, turquoise body surrounded by Diamonds. Anyone returning the same to 16, KNOTSFORD TERRACE, KOWLOON, will be handsomely rewarded.  
Hongkong, 16th January, 1906. [224]

## REWARD.

LOST, a small DIAMOND LADY'S OPEN FACED WATCH, with Diamond Bow Pin. Maker's name KIRKPATRICK, New York. A handsome reward will be given to finder.  
Mrs. H. KERR,  
Hongkong Hotel.  
Hongkong, 16th January, 1906. [225]

## COLONIAL SECRETARY'S DEPT.

INFORMATION has been received from the Military Authorities that FIELD FIRING PRACTICE will be carried out on the area bounded by Lines from Diamond Hill to Lion Hill, thence to Tat's Cairn, Kowloon Peak, and back to Diamond Hill, with the exception of the paths over Shatin and Grasscutler's Passes, on the 13th, 15th, 17th, 19th, 21st, 23rd and 24th January, between the hours of 9 a.m. and NOON on each day.

## T. SERCOMBE SMITH,

Colonial Secretary.  
Hongkong, 12th January, 1906. [227]

## SUPREME COURT.

IT IS HEREBY NOTIFIED that, by command of His Excellency THE GOVERNOR, and pursuant to Section 8 of The Public Health and Buildings Ordinance, 1903 (No. 1 of 1903), as amended by Section 3 of The Public Health and Buildings Amendment Ordinance, 1903 (No. 23 of 1903), an Election by the Rate-payers of two Members to the Sanitary Board will take place at the City Hall on MONDAY, the 24th of January, commencing at 4 o'clock in the afternoon.

The following persons will be entitled to vote at the election, that is to say:—

(a) Rate-payers who are included in the Special and Common Jury Lists for the year 1905.

(b) Rate-payers who are exempted from serving on Juries on account of their professional avocations in accordance with the Rules contained in Schedule C to the above-mentioned Ordinance.

Voting will commence immediately after the nomination and continue until 6 p.m., when the ballot-box will be closed.

No Rate-payer will be allowed to vote unless he produces to the undersigned the receipt for the Rates paid by him for the month of December, 1905, or otherwise satisfies the undersigned that he is a Rate-payer.

## ARATHOON SETH,

Registrar.  
Hongkong, 12th January, 1906. [228]

## PUBLIC AUCTION.

THE Undersigned has received instructions to sell by Public Auction, On THURSDAY, the 18th JANUARY, 1906, at 2.30 P.M., at his SALES ROOMS, QUEEN'S ROAD, HANDSOME HOUSEHOLD FURNITURE, CANTON BLACKWOOD WARE, CARPETS, PERSIAN RUGS, CROCKERY, GLASS AND PLATED WARE, PIANO, BRASS BEDSTEAD, &c., &c.

TERMS OF SALE.—As Customary.

V. I. REMEDIOS,  
Auctioneer.  
Hongkong, 16th January, 1906. 229

IMPERIAL GERMAN MAIL LINE.  
NORDDEUTSCHER LLOYD, BREMEN.

FOR SHANGHAI, NAGASAKI, HIOGO AND YOKOHAMA.

THE Imperial German Mail Steamship "PREUSSEN," Captain R. Meyer, due here with the outward German Mail about FRIDAY, the 19th inst., will leave for the above places about 12/24 hours after arrival.

NORDDEUTSCHER LLOYD.  
For Further Particulars, apply to MELCHERS & CO., Agents.  
Hongkong, 16th January, 1906. 5

PORTLAND AND ASIATIC STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "NUMANTIA" FROM PORTLAND (OR), YOKOHAMA, KOBE AND MOJI.

THE above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for consignment, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees risk and expense.

No Fire Insurance will be effected by us in any case whatever.

S. SILVERSTONE,  
Acting General Agent.  
Hongkong, 15th January, 1906. [13]

## NEW ADVERTISEMENT

## BOARD AND RESIDENCE.

LARGE FRONT ROOM in Knutsford Terrace, suitable for Married Couple or two Young Men. Two beds. Veranda. Apply to—  
M. C.  
Care of "Daily Press" Office.  
Hongkong, 16th January, 1906. [226]

## INTIMATIONS.

## NOTICE.

IT IS HEREBY NOTIFIED that, on and after TUESDAY, the 16th inst., the SUPPLY of WATER within the area bounded by the undermentioned streets will be controlled by bringing the RIDER-MAINS into operation, and that the water will be turned on to each rider-main daily for one hour between the hours of 6 and 10 a.m., and for about one hour between the hours of 2 and 6 p.m.:—  
Arbuthnot Road, Cairns Road, Ladder Street and Hollywood Road.

W. CHATHAM,  
Water Authority.  
Hongkong, 15th January, 1906. [221]

## HONGKONG JOCKEY CLUB.

## NOTICE.

THE 1906 RACE MEETING will be held on MONDAY, 12th FEBRUARY, and TWO FOLLOWING DAYS, not on the 1st, 2nd and 3rd March, as previously arranged for. Entries will close on SATURDAY, 20th JANUARY.

In all other respects the programme as issued will stand.

By Order,  
T. F. HOUGH,  
Clerk of the Course.  
Hongkong, 4th January, 1906. [147]

## AUSTRALIAN FLOUR.

## VICTORY BRAND.

NOTICE IS HEREBY GIVEN that this BRAND has been duly REGISTERED by us at the Philippine Bureau of Patents. Copyrights and Trade Marks, and that anybody introducing this Brand into the Philippine Islands will be at once PROSECUTED.

MANILA, 5th January, 1906.

MEERKAMP & CO. [185]

## INSURANCES

## "JANUS"

LIFE & ANNUITY INSURANCE CO.,  
HAMBURG.  
ESTABLISHED 1848.

ASSETS PER 31st DECEMBER, 1904,  
Mks. 53,400,000—equal to £2,600,000.

THE UNDERSIGNED, having been appointed GENERAL AGENTS of the above Company for Hongkong and China, are prepared to accept LIFE and ANNUITY Insurances, as well as to issue ACCIDENT Policies at the most liberal terms ever offered in the East.

SIEMSEN & CO.  
Hongkong, 1st January, 1906. 155

NORTH BRITISH AND MERCANTILE FIRE INSURANCE COMPANY.

TOTAL FUNDS AT 31st DECEMBER, 1904,  
£17,161,289.

I. AUTHORIZED CAPITAL.....£3,000,000  
SUBSCRIBED CAPITAL.....2,750,000  
PAID-UP CAPITAL.....687,500 0 0  
II. FUND FUNDS.....3,001,286 12 9

The Undersigned, AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

REUTER, BROCKELMANN & CO.,  
Agents.  
Hongkong, 21st April, 1897. 113

LUNION OF PARIS FIRE INSURANCE COMPANY, LIMITED

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to accept Risks against FIRE at current rates.

SIEMSEN & CO.  
Hongkong, 1st January, 1904. 24

## DR. M. H. CHAUN.

THE latest Method of the AMERICAN SYSTEM OF DENTISTRY.  
37, DES VEGUE ROAD CENTRAL.  
From the University of Pennsylvania, U.S.A.  
Hongkong, 4th September, 1905. [2056]

VISITORS TO CANTON.  
"FROM HONGKONG TO CANTON BY THE PEARL RIVER."

BY CAPTAIN C. V. LLOYD (S.S. "HANKOW" With Illustrations, Maps and Plans.

Price.....\$1.90

On Sale at—  
Hongkong: "DAILY PRESS" Office.  
Messrs. KELLY & WALSH.  
Messrs. W. BREWER & Co.  
Canton: Messrs. A. S. WATSON & Co.  
Hongkong, 4th October, 1905. [13]

## PUBLIC COMPANIES

## CHINA PROVIDENT LOAN AND MORTGAGE COMPANY, LIMITED.

THE NINTH ORDINARY ANNUAL MEETING of Shareholders in the Company will be held at the OFFICES of the Company, St. George's Building, No. 6, Connaught Road, on SATURDAY, 20th JANUARY, 1906, at 11 a.m., for the purpose of receiving a Statement of Accounts and the Report of the General Managers for the year ending 31st December, 1905, declaring a Dividend and electing a Consulting Committee and Auditors.

THE TRANSFER BOOKS of the Company will be CLOSED from WEDNESDAY, the 17th January, until SATURDAY, the 23rd January, 1906, both days inclusive.

SHEWAN, TOMES & CO.,  
General Managers.  
Hongkong, 6th January, 1906. 164

THE HONGKONG LAND RECLAMATION COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that the FIFTH ORDINARY MEETING of Shareholders in this Company will be held at the COMPANY'S OFFICE, Victoria Buildings, on SATURDAY, the 20th JANUARY, 1906, at 12 o'clock NOON, for the purpose of receiving the Report of the Directors, together with a Statement of Accounts for the year ending 31st December, 1905.

The REGISTER of SHARES of the Company will be CLOSED from TUESDAY, the 16th January, to SATURDAY, the 20th January (both days inclusive), during which period no transfer of Shares can be registered.

By Order of the Board of Directors,  
MOWBRAY S. NORTHCOTE,  
Secretary.  
Hongkong, 11th January, 1906. 196

THE WEST POINT BUILDING COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that the EIGHTEENTH ORDINARY MEETING of Shareholders in this Company will be held at the COMPANY'S OFFICES, Victoria Buildings, on THURSDAY, the 1st FEBRUARY, 1906, at 11.30 o'clock a.m., for the purpose of receiving the Report of the Directors together with Statement of Accounts for the year ending 31st December, 1905.

The REGISTER of SHARES of the Company will be CLOSED from SATURDAY, the 20th January, to THURSDAY, the 1st February (both days inclusive), during which period no transfer of Shares can be registered.

By Order of the Board of Directors,  
A. SHELTON HOOPER,  
Secretary to the  
HONGKONG LAND INVESTMENT AND AGENCY CO., LD.,  
General Agents for the  
West Point Building Co., LD.  
Hongkong, 11th January, 1906. [193]

THE HONGKONG LAND INVESTMENT AND AGENCY CO., LD.

NOTICE IS HEREBY GIVEN that the EIGHTEENTH ORDINARY MEETING of Shareholders in this Company will be held at the COMPANY'S OFFICES, Victoria Buildings, on THURSDAY, the 1st FEBRUARY, 1906, at 12 o'clock NOON, for the purpose of receiving the Report of the Directors together with Statement of Accounts for the year ending 31st December, 1905.

The REGISTER of SHARES of the Company will be CLOSED from SATURDAY, the 20th January, to THURSDAY, the 1st February (both days inclusive), during which period no transfer of Shares can be registered.

By Order of the Board of Directors,  
A. SHELTON HOOPER,  
Secretary.  
Hongkong, 11th January, 1906. [192]

NOTICES OF FIRMS

THE EQUITABLE LIFE ASSURANCE SOCIETY OF THE UNITED STATES.

I HAVE this day APPOINTED Messrs. SHEWAN, TOMES & CO. GENERAL MANAGERS for Hongkong for the above Society, in the place of Mr. F. KIENE, whose engagement has been terminated.

J. T. HAMILTON,  
General Manager for the East.  
Hongkong, 15th November, 1905. 92

OCEAN ACCIDENT AND GUARANTEE CORPORATION, LTD.

HEAD OFFICE: MOORGATE STREET, LONDON

I HAVE this day APPOINTED Messrs. SHEWAN, TOMES & CO. AGENTS for the above Corporation, in place of Mr. F. KIENE, whose engagement has been terminated.

J. T. HAMILTON,  
Manager for the East.  
Hongkong, 15th November, 1905. 93

BOARD AND RESIDENCE.

MRS. GILLANDERS  
"GLENWOOD,"  
27, CAINE ROAD.  
Hongkong, 20th September 1905. [2165]

FIRST-CLASS BOARD AND RESIDENCE AT "BRASSIDE."

A LARGE AND COMMODIOUS RESIDENCE standing in its own grounds, with Tennis Courts, Good Dining and Reception Rooms, Large Airy and Well Furnished Bedrooms, every home comfort. Fine View of the Harbour; Terms moderate.

Apply to—Mrs. F. W. WATTS,  
"Brasside," 20, Macdonnell Road, (late of "Tang Yuen").  
Hongkong, 27th June, 1905. [49]

A. LING & CO.,  
FURNITURE STORE.  
PLATED GLASS AND CROCKERY  
WARE, &c., &c.; and FOOCHOW  
LAQUERED WARE.  
68, QUEEN'S ROAD CENTRAL.  
Hongkong, 21st September, 1903. [2355]

IN PREPARATION  
THE  
DIRECTORY AND CHRONICLE  
FOR 1906.

Complete Edition ..... \$10.00  
Small ..... 6.00  
Orders may be sent to the Hongkong Daily Press Office and to the Local Booksellers

## AUCTIONS

## PUBLIC AUCTION.

BY AN ORDER OF THE SUPREME COURT OF HONGKONG.

MESSRS. HUGHES and HOUGH have received instructions to sell by Public Auction

TO-MORROW (WEDNESDAY), the 17th day of January, 1906, at 12 NOON, at their SALES ROOMS, No. 8, Des Voeux Road, (Corner of Ice House Street),

THE VALUABLE LEASEHOLD PROPERTY, situated at Victoria, in the Colony of Hongkong, viz:—

All that piece or parcel of ground situated at Victoria, aforesaid, and intended to be registered in the Land Office as Section "A" of Inland Lot No. 178, containing by superficial measurement 570 square feet or thereabouts and having a frontage to Peel Street of 19 feet 7 inches and a depth of 45 feet. On this Section stands the house and premises known as No. 19, PELL STREET. All the said premises are held for the residue of the term of 75 years and 924 years granted by a Crown Lease and Indenture of Extension of Lease dated the 11th day of October, 1841, and the 1st day of July, 1862, respectively.

For further particulars and conditions of Sale, apply to—  
OTTO KONG SING,  
Solicitor for the Plaintiff;  
or to  
Messrs. HUGHES & HOUGH,  
Government Auctioneers.  
Hongkong, 8th January, 1906. [169]

## PUBLIC AUCTION.

THE Undersigned will let by Public Auction

On THURSDAY, the 18th January, 1906, at 3 P.M., on the spot, The Several Lots Numbered 1 to 19 on Plan to be seen at the Auctioneers' Office, for erection of BOOTHS and MATHS on the Government Ground adjoining the Race Course, North of the Grand Stand Enclosure.

Terms:—Cash.

For Plan and Conditions of Sale, apply to—  
HUGHES & HOUGH,  
Government Auctioneers.  
Hongkong, 15th January, 1906. 214

This Sale will take place on the 18th instant, at 3 P.M., instead of on the 16th instant, as previously advertised.

[BY ORDER OF THE MORTGAGEE.]

## PUBLIC AUCTION.

MESSRS. HUGHES & HOUGH have received instructions to sell by Public Auction

On THURSDAY, the 18th day of January, 1906, at 3 P.M., at their SALES ROOMS, the following VALUABLE LEASEHOLD PROPERTY situated at Victoria, in the Colony of Hongkong, viz:—

ALL THAT piece or parcel of ground situated at Victoria, aforesaid, and registered in the Land Office as SECTION A of MARINE LOT No. 104, containing by superficial measurement 2,940 square feet and having a frontage to Queen's Road Central of 30 feet and 6 inches or thereabouts and a depth of 80 feet. On this Section stands the very valuable house and premises known as No. 35 Queen's Road Central. All the said premises are held for the residue of a term of 984 years granted by a Crown Lease of MARINE LOT No. 104 and which Lease is dated 16th April, 1859.

For further particulars and conditions of sale apply to—  
JOHNSON, STOKES & MASTER,  
Solicitors for the Mortgagee,  
or to  
Messrs. HUGHES & HOUGH,  
Government Auctioneers.  
Hongkong, 16th January, 1906. 126

## PUBLIC AUCTION.

PARTICULARS AND CONDITIONS of the Letting by Public Auction Sale, to be held on MONDAY, the 22nd day of January, 1906, at 3 P.M., at the Office of His Excellency the Governor, by Order of His Excellency the Governor, of One Lot of Crown Land adjoining Inland Lot 1711, Bowen Road, in the Colony of Hongkong, for a term of 75 years, commencing from 18th day of January, 1904, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 75 years.

For further particulars and conditions of sale apply to—  
JOHNSON, STOKES & MASTER,  
Solicitors for the Mortgagee,  
or to  
Messrs. HUGHES & HOUGH,  
Government Auctioneers.  
Hongkong, 16th January, 1906. 126

## PARTICULARS OF THE LOT.

No. of Lot	Boundary Measurements	Contents in Sq. Feet	Annual Rent	Upset Price
1	Between Inland Lot No. 1711, and Inland Lot No. 1712, Bowen Road, Kowloon.	160	100	100
2	Between Inland Lot No. 1711, and Inland Lot No. 1712, Bowen Road, Kowloon.	160	100	100
3	Between Inland Lot No. 1711, and Inland Lot No. 1712, Bowen Road, Kowloon.	160	100	100
4	Between Inland Lot No. 1711, and Inland Lot No. 1712, Bowen Road, Kowloon.	160	100	100
5	Between Inland Lot No. 1711, and Inland Lot No. 1712, Bowen Road, Kowloon.	160	100	100
6	Between Inland Lot No. 1711, and Inland Lot No. 1712, Bowen Road, Kowloon.	160	100	100
7	Between Inland Lot No. 1711, and Inland Lot No. 1712, Bowen Road, Kowloon.	160	100	100
8	Between Inland Lot No. 1711, and Inland Lot No. 1712, Bowen Road, Kowloon.	160	100	100
9	Between Inland Lot No. 1711, and Inland Lot No. 1712, Bowen Road, Kowloon.	160	100	100
10	Between Inland Lot No. 1711, and Inland Lot No. 1712, Bowen Road, Kowloon.	160	100	100
11	Between Inland Lot No. 1711, and Inland Lot No. 1712, Bowen Road, Kowloon.	160	100	100
12	Between Inland Lot No. 1711, and Inland Lot No. 1712, Bowen Road, Kowloon.	160	100	100
13	Between Inland Lot No. 1711, and Inland Lot No. 1712, Bowen Road, Kowloon.	160	100	100
14	Between Inland Lot No. 1711, and Inland Lot No. 1712, Bowen Road, Kowloon.	160	100	100
15	Between Inland Lot No. 1711, and Inland Lot No. 1712, Bowen Road, Kowloon.	160	100	100
16	Between Inland Lot No. 1711, and Inland Lot No. 1712, Bowen Road, Kowloon.	160	100	100
17	Between Inland Lot No. 1711, and Inland Lot No. 1712, Bowen Road, Kowloon.	160	100	100
18	Between Inland Lot No. 1711, and Inland Lot No. 1712, Bowen Road, Kowloon.	160	100	100
19	Between Inland Lot No. 1711, and Inland Lot No. 1712, Bowen Road, Kowloon.	160	100	100

## PUBLIC AUCTION.

PARTICULARS AND CONDITIONS of the Letting by Public Auction Sale, to be held on MONDAY, the 22nd day of January, 1906, at 3 P.M., at the Office of the Public Works Department, by Order of His Excellency the Governor, of One Lot of Crown Land adjoining Inland Lot 1711, Bowen Road, in the Colony of Hongkong, for a term of 75 years, commencing from 18th day of January, 1904, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 75 years.

For further particulars and conditions of sale apply to—  
JOHNSON, STOKES & MASTER,  
Solicitors for the Mortgagee,  
or to  
Messrs. HUGHES & HOUGH,  
Government Auctioneers.  
Hongkong, 16th January, 1906. 126

## PARTICULARS OF THE LOTS.

PARTICULARS OF THE LOTS								
No. of Site.	Registry No.	Locality.	Boundary Measurements				Contents in Squares in feet.	Annual Rent.
			N. S. ft. ft.	E. ft. ft.	W. ft. ft.			
1	Inland Lot No. 171.	Between Inland Lot No. 170 Bowen Road.	28	77	113	104	5,600	34
2								8







## SHIPPING.

## ARRIVALS.

ANDALUSIA, German str., 5,441 T. M. Piller, 15th Jan.—Vladivostok 8th Jan.—Hamburg—America Line.  
 GRIENAU, German str., 5,093 T. G. Bolte, 15th Jan.—Yokohama 6th Jan. and Shanghai 13th, Mail and General.—Melchers & Co.  
 HATCHING, British str., 1,267 T. Hodgins, 15th Jan.—Funchi 12th Jan. and Amoy 14th, General.—Douglas Lapaik & Co.  
 HELLAS, German steamer, 14th January, from Canton.  
 HONGKONG, French str., 717 T. A. Suzzoni, 14th Jan.—Haiphong and Hanoi 13th Jan. General.—A. R. Marty.  
 JACOB DIERCKHOF, German steamer, 625 T. Hink, 14th Jan.—Hobrow 13th Jan. General.—Jensen & Co.  
 NEMATA, German str., 1,283 T. H. Feldmann, 15th Jan.—Meji 10th Jan. General.—P. & O. S. N. Co.  
 PANTHER, Austrian cruiser, 14th Jan.—Macao and Canton 14th Jan.  
 WAIHORA, British str., 1,165 T. W. Brown, 15th Jan.—Hobrow 14th Jan. General.—Chibana.  
 YUNANG, British str., 1,128 T. P. H. Rolfe, 15th Jan.—Manila 12th Jan. General.—Jardine, Matheson & Co.

## CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE.  
 January 15.  
 Lymoon, German str., for Shanghai.  
 Struce, British str., for Bangkok.

## DEPARTURES.

January 15.  
 ANTEIOR, British str., for Shanghai.  
 CHUNAN, British str., for Kobe.  
 HONGKONG, Japanese str., for Ocean 14th.  
 PATAMCO, British str., for Bangkok.  
 TAIKANG, British str., for Canton.  
 January 16.  
 ALACRITY, British str., for Saigon.  
 CATHINES, British str., for Newcastle.  
 TUBA, Norwegian str., for Kuchinozu.  
 WAKAMATSU, Japanese str., for Meji.  
 SPEZIA, German str., for Yokohama.  
 TAJMAHI, Dutch str., for Manassar.

## SHIPPING REPORTS.

The German str. Nematia reports: Moderate and light breeze and moderate sea.  
 The British str. Hatching reports: Fresh monsoon and dark cloudy weather.  
 The British str. Waihora reports: Fresh, northerly wind with thick foggy weather throughout.  
 The British str. Yunnan reports: Experienced strong to fresh N.E. monsoon with rough corresponding sea, fine and clear weather.  
 The German str. Andalusia reports: On the 10th Jan. spoke Russian torpedo boat, lat. 35° N., long. 129° E., and spoke Chinese, lat. 30° N., long. 21° E., from Tsingtau for Vladivostok.

## VESSELS IN DOCK.

January 15.  
 ARRIVERS DUCKS.—  
 1. OILCOCK DUCKS.—Hobrow, Povan, Hink, H.M.S. Dec.  
 COSMOPOLITAN DUCK.—Kusan.

## VESSELS ON THE BERTH

DOUGLAS STEAMSHIP COMPANY, LIMITED.  
 FOR SWATOW, AMOY AND FOCHOW.

## THE Company's Steamship

"HAICHING."  
 Captain A. E. Hodgins, will be despatched for the above port TO-DAY, the 16th inst., at Noon.  
 For Freight or Passage, apply to  
 DOUGLAS LAPAIAK & CO.,  
 General Managers.  
 Hongkong, 15th January 1906. [207]

## FOR SAN FRANCISCO.

THE Steamship  
 "DAKOTA."  
 Captain Ross, will be despatched for the above port TO-DAY, 16th January.  
 For Freight and further particulars, apply to  
 SHEWAN, TOMES & CO.,  
 Agents.  
 Hongkong, 21st November 1905. 96

"GLEN" LINE OF STEAMERS.  
 FOR MARSEILLES, LONDON AND ANTWERP.

THE Steamship  
 "GENTURRETT."  
 Captain R. Webster, will be despatched as above on or about TUESDAY, the 16th January.  
 For Freight or Passage, apply to  
 MCGREGOR BROS. & CO.,  
 Agents.  
 Hongkong, 25th December, 1905. [101]

FOR NEW YORK  
 VIA PORTS AND SUEZ CANAL.  
 (WITH LIBERTY TO CALL AT MALABAR COAST PORTS).

THE Steamship  
 "HUDSON."  
 Captain J. Burnett, will be despatched as above on THURSDAY, the 18th inst., at Noon.  
 For Freight or other information, apply to  
 STANDARD OIL COMPANY  
 OF NEW YORK.  
 Oriental Freight Department,  
 Hotel Managers.  
 Hongkong, 11th January, 1906. [109]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.  
 FOR SYDNEY AND MELBOURNE.  
 (Calling at Timor, Port Darwin and Queensland Ports, and taking through cargo to Adelaide, New Zealand, Tasmania, &c.)

THE Steamship  
 "EMPIRE."  
 Captain H. Ross, will be despatched for the above ports on WEDNESDAY, the 24th inst., at Noon.  
 This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.  
 This Steamer is installed throughout with the Electric Light and a fully qualified Surgeon are on board.  
 N.B.—To ensure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.  
 For Freight or Passage, apply to  
 GIBB, LIVINGSTON & CO.,  
 Agents.  
 Hongkong, 3rd January, 1906. [142]

## VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked K, nearest Hongkong H, midway between Hongkong and Kowloon M, and those vessels berthed at the Kowloon Wharf K.W., together with the number denoting the section.  
 1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & REG.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON & ANTWERP VIA SINGAPORE, &c.	PALAWAN	Brit. str.	—	A. F. Street	P. & O. S. N. Co.	About 17th inst.
LONDON, &c., VIA USUAL PORTS OF CALL.	OCEANA	Brit. str.	—	W. Hayward, R.N.R.	P. & O. S. N. Co.	On 27th inst., at Noon.
AMSTERDAM, LONDON & ANTWERP.	DOBERNUS	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 30th inst.
AMSTERDAM, LONDON & ANTWERP.	SAINT BROS	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 13th Feb.
AMSTERDAM, LONDON & ANTWERP.	ANTENOR	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 27th Feb.
MARSEILLES, &c., VIA PORTS OF CALL.	POLYNESIAN	French str.	—	Broc	MESSAGERIES MARITIMES	On 23rd inst., at 1 P.M.
MARSEILLES, LONDON & ANTWERP.	GLUTTERBET	Brit. str.	—	R. Webster	MCGREGOR BROS. & CO.	About 16th inst.
MARSEILLES, HAYRE, ANTWERP (DIRECT).	KOVANG-SI	French str.	—	Barillon	MESSAGERIES MARITIMES	About 6th Feb.
BREMEN, VIA PORTS OF CALL.	GRIENAU	Ger. str.	—	Rothe	MELCHERS & CO.	To-morrow, at Noon.
HAYRE & HAMBURG VIA STRAITS, &c.	AMBRIA	Ger. str.	k. w.	Wunnenberg	HAMBURG-AMERIKA LINE	On 21st inst.
HAMBURG & STETTIN	ALBIA	Ger. str.	k. w.	Luning	HAMBURG-AMERIKA LINE	On 31st inst.
HAYRE, BREMEN & HAMBURG VIA STRAITS, &c.	BURGALIA	Ger. str.	k. w.	Russ	HAMBURG-AMERIKA LINE	On 4th Feb.
HAYRE & HAMBURG VIA STRAITS, &c.	RHENANIA	Ger. str.	k. w.	Förck	HAMBURG-AMERIKA LINE	On 10th Feb.
HAYRE & HAMBURG VIA STRAITS, &c.	SPEZIA	Ger. str.	k. w.	Perzelius	HAMBURG-AMERIKA LINE	On 21st Feb.
ODessa DIRECT	ANDALUSIA	Ger. str.	k. w.	Filler	HAMBURG-AMERIKA LINE	About 15th inst.
ODessa & HAMBURG	RUGIA	Ger. str.	k. w.	v. Hoff	HAMBURG-AMERIKA LINE	On 24th inst.
ODessa DIRECT	SILVIA	Ger. str.	k. w.	Jäger	HAMBURG-AMERIKA LINE	About 23th inst.
TRIESTE, &c., VIA SINGAPORE, &c.	CHINA	Aus. str.	—	Loew	SANDER, WIELER & CO.	On 24th inst., P.M.
GENOA, MARSEILLES & LIVERPOOL.	PAKING	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 20th inst.
GENOA, MARSEILLES & LIVERPOOL.	PATROCLOS	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 20th Feb.
NEW YORK VIA PORTS & SUEZ CANAL.	HUDSON	Brit. str.	—	J. Burnett	STANDARD OIL CO.	On 18th inst., at Noon.
NEW YORK VIA PORTS & SUEZ CANAL.	PANTHER	Brit. str.	—	—	DODWELL & CO., LD.	About 23rd inst.
VANCOUVER, VIA SHANGHAI JAPAN, &c.	EXPRESS OF INDIA	Brit. str.	2 m.	—	CANADIAN PACIFIC R. CO.	On 24th inst.
VICTORIA (B.C.) SEATTLE, &c., VIA JAPAN	NINGBOH	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 7th Feb.
SEATTLE VIA SHANGHAI & JAPAN	SHAWMUT	Aus. str.	—	E. V. Roberts	DODWELL & CO., LIMITED	On 27th inst.
PORTLAND, OREGON VIA SHANGHAI, &c.	DAKOTA	Aus. str.	—	E. Francke	NIPPON YUSEN KAISHA	On 27th inst.
AUSTRALIAN PORTS VIA MANILA	NUMANTIA	Ger. str.	—	Feldmann	PORTLAND & ASIATIC S.S. CO.	On 23rd inst., at Noon.
AUSTRALIAN PORTS VIA TIMOR	DAKOTA	Brit. str.	—	Rose	SHEWAN, TOMES & CO.	To-day.
AUSTRALIAN PORTS VIA SIMPSONHAFEN	CHINGTU	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	To-day.
YOKOHAMA, VIA SHANGHAI, MOI & KOBÉ.	EMPIRE	Brit. str.	—	Helm	GIBB, LIVINGSTON & CO.	On 24th inst., at Noon.
MOI & KOBÉ	PHINZ SIGISMUND	Brit. str.	—	Leiz	MELCHERS & CO.	On 6th Feb., at Noon.
NINGPO & SHANGHAI	CEYLON	Brit. str.	—	C. F. Lockstone, R.N.R.	P. & O. S. N. Co.	About 31st inst.
SHANGHAI, NAGASAKI, HIGO & YOKOHAMA	PEKIN	Brit. str.	—	W. R. Le Mare, R.N.R.	P. & O. S. N. Co.	On 18th inst.
SHANGHAI VIA SWATOW	NINGPO	Ger. str.	1 m.	R. Meyer	BUTTERFIELD & SWIRE	Quick despatch.
SHANGHAI, NAGASAKI, HIGO & YOKOHAMA	WOKSANG	Brit. str.	—	—	JARDINE, MATHESON & CO.	On 18th inst., at Daylight.
SHANGHAI VIA SWATOW	FUCHUNG	Brit. str.	—	—	JARDINE, MATHESON & CO.	On 18th inst., at 4 P.M.
SHANGHAI	SHANGHAI	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 18th inst.
SHANGHAI VIA SWATOW, AMOY & FOCHOW	SHANGHAI	Brit. str.	1 m.	—	OSAKA SHOSSEN KAISHA	On 25th inst., at 10 A.M.
SHANGHAI	ANPING MARU	Jap. str.	—	—	P. & O. S. N. Co.	About 27th inst.
SHANGHAI	DELHI	Brit. str.	—	N. Kobayashi	OSAKA SHOSSEN KAISHA	To-day, at 10 A.M.
ANPING VIA SWATOW & AMOY	DEIMA	Ger. str.	—	J. D. Andrews, R.N.R.	DODWELL LAFRAIK & CO.	To-day, at Noon.
SWATOW, AMOY & FOCHOW	HAICHING	Brit. str.	2 h.	A. E. Hodgins	BUTTERFIELD & SWIRE	To-day.
MANILA	TEAN	Brit. str.	—	—	JARDINE, MATHESON & CO.	On 15th inst., at 4 P.M.
MANILA	YUENSANG	Brit. str.	—	—	SHEWAN, TOMES & CO.	On 17th inst., at Noon.
MANILA	RELI	Brit. str.	—	E. Rodger	BUTTERFIELD & SWIRE	On 22nd inst.
MANILA	SUNDANG	Brit. str.	1 m.	—	JARDINE, MATHESON & CO.	On 20th inst., at Noon.
MANILA	MAUSANG	Brit. str.	—	—	JARDINE, MATHESON & CO.	On 20th inst., at Noon.
MANILA	FAUSANG	Brit. str.	—	—	JARDINE, MATHESON & CO.	On 20th inst., at Noon.
MANILA	KUTANG	Brit. str.	—	—	JARDINE, MATHESON & CO.	On 20th inst., at Noon.
MANILA	KUMANG	Brit. str.	—	—	JARDINE, MATHESON & CO.	On 20th inst., at Noon.
MANILA	RHENANIA	Ger. str.	—	—	HAMBURG-AMERIKA LINE	About 10th Feb.
MANILA	TUMAH	Dut. str.	—	—	JAVA-CHINA-JAPAN LINE	About 12th inst.

## INDO-CHINA STEAM NAVIGATION CO. LIMITED.

## PROJECTED SAILINGS FROM HONGKONG. (SUBJECT TO ALTERATION.)

FOR  
 \*SINGAPORE, PENANG & CALCUTTA "KUTSANG" Tuesday, 16th Jan. 3 P.M.  
 \*SINGAPORE, PENANG & CALCUTTA "FAUSANG" Tuesday, 16th Jan. 3 P.M.  
 \*SINGAPORE, PENANG & CALCUTTA "TWOONGSANG" Thursday, 18th Jan. daylight.  
 \*SINGAPORE, PENANG & CALCUTTA "FOOSHING" Thursday, 18th Jan. 4 P.M.  
 \*SINGAPORE, PENANG & CALCUTTA "YUENSANG" Friday, 19th Jan. 4 P.M.  
 \*SINGAPORE, PENANG & CALCUTTA "MAUSANG" Saturday, 20th Jan. Noon.  
 \*SINGAPORE, PENANG & CALCUTTA "KUMSANG" Wednesday, 21st Jan. 3 P.M.  
 \*These steamers have superior accommodation for First-Class Passengers and are fitted throughout with Electric Light.  
 \*Taking Cargo on Through Bills of Lading to Chefoo and Yangtze Ports  
 \*Taking Cargo on Through Bills of Lading to Lebed-Deu, Simporan, Tawau, Usukan, Jesselton and Labuan.  
 For Freight or Passage, apply to  
 HONGKONG, 16th January, 1906.

JARDINE, MATHESON & CO.,  
 GENERAL MANAGERS. 18

## GREAT NORTHERN STEAMSHIP COMPANY

FOR SEATTLE, VIA SHANGHAI, NAGASAKI, KOBE AND YOKOHAMA (PASSING THROUGH THE INLAND SEA OF JAPAN).

THE MAGNIFICENT NEW TWIN-SCREW STEAMERS,  
 "MINNESOTA" AND "DAKOTA"  
 (EACH TONS 20,718 GROSS REG.)  
 Will be despatched from HONGKONG as follows:  
 "DAKOTA," Captain E. FRANCKE, On SATURDAY, 27th JANUARY, 1906.  
 "MINNESOTA," Captain J. H. RINDER, About FRIDAY, 16th MARCH, 1906.

Conveying Cargo to the Pacific Coast, United States, and Canadian Overland Com'mon Points also Passengers to the United States, Europe, &c.  
 These Steamers are luxuriously fitted with spacious SUITES and STATEROOMS, equipped with CIRCULATING LIBRARY, MUSIC, SMOKING ROOMS, BARBER SHOP, NURSERY, STEAM LAUNDRY, &c.  
 Special provision is made for the safe transit of SILK, TREASURE and Valuable Cargo; and PACKS carried at low rates to all points of U.S.A. in connection with the Great Northern and Northern Pacific Express Companies.  
 Trans-Pacific Cabin Passengers by this line can, if desired, TRAVEL BY RAIL between the ports of Nagasaki, Kobe and Yokohama WITHOUT EXTRA CHARGE. Also FIRST-CLASS RETURN TICKETS to Hongkong and Japan Ports are available for return by the steamers of the REGULAR MAIL LINES.  
 For Freight or Passage, apply to

NIPPON YUSEN KAISHA,  
 AGENTS. [20]

## CANADIAN PACIFIC RAILWAY CO.'S ROYAL MAIL STEAMSHIP LINE.

LUXURY—SPEED—PUNCTUALITY.  
 THE ONLY LINE THAT MAINTAINS A REGULAR SCHEDULE SERVICE OF 12 Days Across the Pacific in the "EMPIRE LINE." Saving 3 to 7 days' Ocean Travel 12 DAYS YOKOHAMA to VANCOUVER. 21 DAYS HONGKONG to VANCOUVER.

PROPOSED SAILINGS. (Subject to Alteration.)	LEAVE HONGKONG	ARRIVE VANCOUVER
R.M.S. "ATHENIAN" 3,882 Tons	WEDNESDAY, 24th Jan. ... 17th Feb.	
"EMPIRE OF INDIA" 6,000 "	WEDNESDAY, 7th Feb. ... 25th Feb.	
"TARTAR" 4,425 "	WEDNESDAY, 21st Feb. ... 17th Mar.	
"EMPIRE OF JAPAN" 6,000 "	WEDNESDAY, 7th Mar. ... 28th Mar.	
"EMPIRE OF CHINA" 6,000 "	WEDNESDAY, 28th Mar. ... 18th April	

THE Quickest route to CANADA, UNITED STATES AND EUROPE, calling at SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA, VICTORIA, connecting at VANCOUVER with the Company's PALATIAL OVERLAND TRAINS, DAILY from the PACIFIC to the ATLANTIC WITHOUT CHANGE.  
 Hongkong to London, 1st Class, ... via St. Lawrence £60; via New York £62.  
 Intermediate on Steamers ... £40; ... £42.  
 1st Class Rail ... £24.  
 R.M.S. "TARTAR" and "ATHENIAN" carry "Intermediate" passengers only Intermediate rates, affording superior accommodation for that class.  
 Passengers booked through to all principal points and AROUND THE WORLD.  
 SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services, and to European Officials in the Service of Chinese and Japanese Governments.  
 For further information, Maps, Routes, Handbooks, Rates of Passage and Freight, apply to  
 D. E. BROWN, General Agent,  
 Corner Paddar Street and Praya, opposite Blake Pier

## HAMBURG-AMERIKA LINIE.

OSTASIATISCHER DIENST.  
 Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, Oporto, LONDON, LIVERPOOL, GLASGOW, TRIPOLI, GENOA, PORTS in the LEVANT, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.

## PROPOSED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATE.
AMBRIA	HAYRE & HAMBURG	On 21st Jan. Freight.
Capt. Wunnenberg	(Calling at Singapore, Penang and Colombo)	
RUGIA	ODessa & HAMBURG	On 24th Jan. Freight.
Capt. v. Hoff	(Calling at Singapore and Colombo)	
ALBIA	HAMBURG & STETTIN	On 31st Jan. Freight.
Capt. Luning	(Calling at Singapore, Penang and Colombo)	
BRISGAVIA	HAYRE, BREMEN & HAMBURG	On 4th Feb. Freight.
Capt. Russ	(Calling at Singapore, Penang and Colombo)	
RHENANIA	HAYRE & HAMBURG	On 10th Feb. Freight & Passengers.
Capt. Förck	(Calling at Singapore, Penang, Colombo and Naples) (if sufficient inducement offers)	
SPEZIA	HAYRE & HAMBURG	On 21st Feb. Freight.
Capt. Porzelius	(Calling at Singapore, Penang and Colombo)	
ANDALUSIA	ODessa DIRECT	About 15th Jan. Freight.
Capt. Filler	(Calling at Singapore and Colombo)	
SILVIA	ODessa DIRECT	About 28th Jan. Freight.
Capt. Jäger	(Calling at Singapore and Colombo)	

\* Special attention of intending passengers is drawn to the splendid accommodation of this steamer. Saloon and cabins amply lighted throughout by electricity. Daily qualified doctor and stewardess are carried.  
 For further particulars apply to

HAMBURG-AMERIKA LINIE.  
 HONGKONG OFFICE: KING BUILDING.

## HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon amidships. Electric Light Period Cuisine. SURGEON and STEWARDESS carried. All the most up-to-date arrangements for comfort of Passengers.

## CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS.	CAPTAIN	FOR	SAILING DATE.
RUBI	2540	E. Almond	Manila.	On 20th Jan., Noon.
ZAFIRO	2540	R. Rodger	Manila.	On 27th Jan., Noon.

For Freight or Passage apply to  
 SHEWAN, TOMES & CO.,  
 GENERAL MANAGERS.  
 Hongkong, 15th January, 1906. [15]

## HONGKONG-NEW YORK.

AMERICAN ASIATIC STEAMSHIP COMPANY.  
 FOR NEW YORK VIA PORTS AND SUEZ CANAL.  
 (WITH LIBERTY TO CALL AT THE MALABAR COAST).

For freight and further information apply to  
 SHEWAN TOMES & CO.,  
 GENERAL AGENTS.  
 Hongkong, 11th December, 1905. [19]

## PORTLAND &amp; ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, SHANGHAI VIA INLAND PORTLAND, OREGON.  
 SEA OF JAPAN, MOI, KOBE AND YOKOHAMA FOR OPERATING IN CONNECTION WITH THE OREGON RAILROAD & NAVIGATION CO.

STEAMSHIP	TONS.	CAPTAIN	TO SAIL AT NOON ON
"NUMANTIA"	4,570	Feldmann	January 20th, 1906.
"ARABIA"	4,483	Metzenthin	January 31st, 1906.

Through Bills of Lading issued to Pacific Coast Ports and to Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to  
 S. SILVERSTONE, ACTING GENERAL AGENT.  
 Hongkong, 27th December, 1905. [13]

## VESSELS ON THE BERTH

COMPAGNIE DES MESSAGERIES MARITIMES.  
 FRENCH MAIL STEAMERS.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, ADEN, EGYPT, MARSEILLES, LONDON, HAYRE, BORDEAUX, MEDITERRANEEAN AND BLACK SEA PORTS.

THE Steamship  
 "POLYNESIAN."  
 Captain Broc, will be despatched for MARSEILLES on TUESDAY, the 23rd January, at 1 P.M.  
 Passage tickets and through Bills of Lading issued for above ports.  
 Cargo also booked for principal places in Europe.  
 Next sailings will be as follows:  
 S.S. "CALEDONIE" ... 6th Feb.  
 S.S. "SALAZIE" ... 20th Feb.  
 S.S. "TOURANE" ... 6th Mar.  
 G. de CHAMPEAUX, Agent.  
 Hongkong, 10th January, 1906. [2]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR FIUME AND TRIESTE (DIRECT). Calling at SINGAPORE, PENANG, RANGOON, COLOMBO, BOMBAY, ADEN, SUEZ and PORT SAID. Taking Cargo at through rates to the BRITISH, SOUTH AFRICA, PERSIAN GULF, RED SEA, BLACK SEA, LEVANT, VENICE and ADRIATIC PORTS.

THE Company's Steamship  
 "CHINA."  
 Captain Lora, will be despatched as above on WEDNESDAY, the 24th inst., P.M.  
 This Steamer has splendid accommodation for passengers, electric light and carries a doctor and stewardess.  
 For information as to Passage and Freight, apply to  
 SANDER, WIELER & CO.,  
 Agents.  
 Hongkong, 6th January, 1906. [3]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, COYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON. THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship  
 "OCEANA."  
 Captain W. Hayward, R.N.R., carrying His Majesty's Mails, will be despatched from this for Bombay on SATURDAY, the 27th January, at Noon, taking passengers and cargo for the above ports in connection with the Company's s.s. India, 7,911 tons, from Colombo. Passengers accommodation in which vessel is secured before departure from Hongkong.  
 Silk and Valuable, all cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed from Bombay by the R.M.S. China, due in London on 10th March.  
 Passengers will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.  
 For further particulars, apply to  
 E. A. HEWETT,  
 Superintendent.  
 Hongkong, 15th January, 1906. [1]

COMPAGNIE DES MESSAGERIES MARITIMES.

FORMARSEILLES HAYRE, ANTWERP (DIRECT). Taking Cargo to LONDON with prompt transhipment at Marseilles. Calling at MANILA, SINGAPORE, PENANG AND COLOMBO.

THE Company's Steamship  
 "KOUANG-SI."  
 Captain Barillon, will be despatched as above on or about the 6th February, 1906.  
 This Steamer has accommodation for Passengers and carries a duly qualified Doctor.  
 For Freight, Passage and further particulars, apply to  
 G. DE CHAMPEAUX,  
 Queen's Building.  
 Hongkong, 27th December, 1905. [296]

HONGKONG-MACAO LINE  
 S.S. "WING CHAI."  
 Captain T. Austin, R.N.R



# OCEAN STEAMSHIP COMPANY, LD. AND CHINA MUTUAL STEAM NAVIGATION CO., LD.

JOINT SERVICES.  
FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.  
MONTHLY SAILINGS FOR LIVERPOOL.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,  
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA  
AND SUMATRA PORTS.

## EUROPEAN SERVICE.

FROM	STEAMERS	DATE
GLASGOW and LIVERPOOL	"OOPACK"	On 23rd January.
GLASGOW and LIVERPOOL	"NINGCHOW"	On 24th January.
GLASGOW and LIVERPOOL	"ACHILLES"	On 30th January.
GLASGOW and LIVERPOOL	"PELEUS"	On 6th February.
GLASGOW and LIVERPOOL	"ALCINOUS"	On 13th February.

## HOMEWARDS.

FOR	STEAMERS	TO SAIL
AMSTERDAM, LONDON and ANTWERP	"IDOMENEUS"	On 16th January.
GENOA, MARSEILLES and LIVERPOOL	"PAKLING"	On 20th January.
AMSTERDAM, LONDON and ANTWERP	"STENTOR"	On 30th January.
AMSTERDAM, LONDON and ANTWERP	"SAINT BEDE"	On 13th February.
GENOA, MARSEILLES and LIVERPOOL	"PATROCLUS"	On 20th February.
AMSTERDAM, LONDON and ANTWERP	"ANTENOR"	On 27th February.

\* Taking Cargo for Liverpool at London Rates.

## TRANS-PACIFIC SERVICE.

Operating in conjunction with

THE NORTHERN PACIFIC RAILWAY CO.

AND TAKING CARGO ON THROUGH BILLS OF LADING TO ALL OVERLAND  
COMMON POINTS IN THE UNITED STATES OF AMERICA AND CANADA.

## EASTWARD.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, & all PACIFIC COAST PORTS, VIA NAGASAKI, KOBE and YOKO.	"NINGCHOW"	On 24th January.
	"YANGTSE"	On 24th February.

## WESTWARD.

FROM	STEAMERS	DATE
TACOMA, SEATTLE, VICTORIA & PACIFIC COAST	"PINGSUEY"	On 26th January.
	"OANFA"	On 26th February.

For Freight, apply to

BUTTERFIELD & SWIRE, AGENTS.

Hongkong, 8th January, 1906.

# CHINA NAVIGATION CO. LIMITED.

FOR	STEAMERS	TO SAIL
MANILA, ZAMBOANGA, PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	"CHINGTU"	On 16th January.
MANILA, ZAMBOANGA, PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	"TEAN"	On 16th January.
NINGPO and SHANGHAI	"NINGPO"	On 18th January.
SHANGHAI	"SHAOHSING"	On 18th January.
CEBU and ILOILO	"SUNGKIANG"	On 22nd January.

\* The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled Table. A daily qualified Surgeon is carried.

\* Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.

\* Taking Cargo and Passengers at through rates for all New Zealand Ports and other Australian Ports.

REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE, AGENTS.

Hongkong, 15th January, 1906.

# NORTHERN PACIFIC LINE.

BOSTON S. S. CO. BOSTON TOWBOAT CO.

CONNECTING AT TACOMA WITH

NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR

VICTORIA, B.C. AND TACOMA

VIA

MOJI, KOBE AND YOKOHAMA.

Steamer.	Tons.	Captain.	Sailing Date.
SHAWMUT	9,606	E. V. Roberts	On 27th January.
HYADES	3,753	J. Alver	On 10th February.
TRENTON	9,606	T. W. Gerlick	On 20th February.

\* Cargo only.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE. ELECTRIC LIGHT, DOCTOR AND STEWARDESSES. The twin-screw s.s. "SHAWMUT" and "TRENTON" are fitted with very Superior Accommodation for First and Second Class Passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carried in cold storage.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information apply to

DODWELL & CO., LIMITED, GENERAL AGENTS.

QUEEN'S BUILDINGS, Hongkong, 12th January, 1906.

# PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS.
LONDON and ANTWERP VIA SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES	"PALAWAN"	About 17th January	Freight and Passage.
MOJI and KOBE	"PEKIN"	About 22nd January	Freight only.
LONDON & C. VIA USUAL PORTS	"OCEANA"	Noon, 27th January	See Special of Call.
SHANGHAI	"DELHI"	About 27th January	Freight and Passage.
YOKOHAMA, SHANGHAI, CEYLON and MOJI and KOBE	"CEYLON"	About 31st January	Freight and Passage.

For further Particulars, apply to

E. A. HEWETT, Superintendent.

Hongkong, 15th January, 1906.

# OSAKA SHOSEN KAISHA.

REGULAR STEAMSHIP SERVICES BETWEEN  
HONGKONG, SOUTH CHINA COAST PORTS  
AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—  
SUBJECT TO ALTERATION.

FOR	STEAMERS	DATE
SHANGHAI VIA SWATOW, AMOY AND FOCHOW	"ANPING MARU"	THURSDAY, 25th Jan., at 10 A.M.
ANPING VIA SWATOW AND AMOY	"DECIMA"	TUESDAY, 16th Jan., at 10 A.M.

\* These Steamers have superior accommodation for First-class Passengers, and are fitted throughout with electric light.

\* Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

For Freight, Passage, and further information, apply at the Company's local Branch Office at No. 3, Des Vaux Road Central.

T. ARIMA, Manager.

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# PENINSULAR & ORIENTAL STEAM NAVIGATION CO.

HOMEWARD PASSENGER SEASON, 1906.

PROPOSED SAILINGS OF MAIL STEAMERS

FOR

MARSEILLES AND LONDON.

TAKING PASSENGERS ALSO FOR

COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, & C.

THROUGH TICKETS ISSUED TO NEW YORK.

Steamers to	Leave	Connecting Steamers	Due at	Due at
COLOMBO	HONGKONG	from COLOMBO to	MARSEILLES (Brindisi 2 days earlier)	PLYMOUTH (London 1 day later)
ARCADIA	7000	BRITANNIA	7000	Friday
DELHI	8000	MOLDAVIA	10000	Mar. 10
DONGOLA	8000	MONGOLIA	10000	Mar. 24
DELTA	8000	MOOLTAN	10000	Apr. 7
OCEANA	7000	MARMORA	10000	Apr. 21
				May 5
				May 11
				Saturday
				May 26
				June 9
				June 17
				June 23

Passengers change steamers at Colombo, and those for Brindisi transfer also to the Express Mail Steamer at Port Said.

Accommodation in the connecting steamer from Colombo is arranged in Hongkong at time of booking.

In addition to the above Mail Steamers the following—

INTERMEDIATE (non-transshipment) STEAMERS

WILL LEAVE FOR

LONDON.

CARRYING SALOON PASSENGERS AT REDUCED RATES.

STEAMERS.	TONNAGE	Leave HONGKONG	Leave SINGAPORE	Due at LONDON
+ JAPAN	4500	Feb. 14	Feb. 23	Mar. 31
+ SUMATRA	5000	Feb. 28	Mar. 7	Apr. 14
+ NUBIA	6000	Mar. 14	Mar. 23	Apr. 28
+ JAVA	4500	Mar. 28	Apr. 6	May 12
+ FORMOSA	4500	Apr. 11	Apr. 20	May 26

These Steamers call also at Singapore, Penang, Colombo, and at Malta or Marseilles.

\* "SUMATRA" and "NUBIA" call at MARSEILLES.

\* "JAPAN," "JAVA" and "FORMOSA" carry only First Saloon Passengers.

For Passage apply to

E. A. HEWETT, Superintendent.

Hongkong, 6th January, 1906.

# IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD, BREMEN.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS; ALSO LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT GIBRALTAR AND SOUTHAMPTON TO LAND PASSENGERS AND LOGGERS.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	WEDNESDAY	17th January
GNEISENAU	...	...
BOON	...	...
PREUSSEN	...	...
ZIETEN	...	...
PRINCESS ALICE	...	...
BATERN	...	...
PRINZ REGENT LUITPOLD	...	...
PRINZ EITEL FRIEDRICH	...	...
SACHSEN	...	...
PRINZ HEINRICH	...	...
ROON	...	...
PREUSSEN	...	...
ZIETEN	...	...
OLDENBURG	...	...
BATERN	...	...
PRINZ REGENT LUITPOLD	...	...
PRINZ EITEL FRIEDRICH	...	...

ON WEDNESDAY, the 17th day of JANUARY, 1906, at Noon, the Steamship "GNEISENAU," Captain Bolle, with MALES, PASSENGERS, SPECIE, and CARGO, will leave this Port as above, CALLING AT NAPLES AND GENOA. Shipping Orders will be granted till Noon on MONDAY, the 16th January. Cargo and Specie will be received on Board until 5 P.M. on TUESDAY, the 16th January. Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50. The Steamer has splendid accommodation, and carries a Doctor and Stewardesses. Linen can be washed on board.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to

MELOCHERS & CO., AGENTS.

Hongkong, 4th January, 1906.

FOR SINGAPORE, PENANG, COLOMBO, PORT SAID AND NAPLES. (If Sufficient Inducement Offers.)

THE Steamship

"RHEINANIA,"

Captain Föck, will be despatched for the above ports on or about the 10th February.

The steamer has splendid accommodation for passengers and carries a duly qualified doctor and stewardesses.

HAMBURG-AMERIKA LINIE, Hongkong Office.

Hongkong, 13th January, 1906.

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REGULAR STEAMSHIP SERVICE TO NEW YORK.

VIA PORTS AND SUEZ CANAL (WITH LIBERTY TO CALL AT MALACCA AND COAST).

PROPOSED SAILINGS FROM HONGKONG.

1905.

"PATIAN" ... 23rd Jan.

"ST. GEORGE" ... to follow.

"SHIMOSA" ... to follow.

For Freight and further information, apply to

DODWELL & CO., LD., Agents.

Hongkong, 12th January, 1906.

2105-2135

# VESSELS ON THE BERTH

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD, BREMEN.

JAPAN—CHINA—AUSTRALIA LINE VIA NEW GUINEA.

STEAM FOR

SIMPSONHAFEN, FRIEDRICH-WILHELMSHAFEN, HERBERTSHOF, MATUPI, BRISBANE, SYDNEY AND MELBOURNE.

On TUESDAY, the 6th February, at Noon, the Steamship "PRINZ SIGISMUND," Captain Lenz, with Mails, Passengers and Cargo, will leave this port as above.

The Steamer has splendid accommodation and carries a Doctor and a Stewardess.

Linen can be washed on board.

NORDDEUTSCHER LLOYD.

For Further Particulars, apply to

MELCHERS & CO., Agents.

Hongkong, 10th January, 1906.

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# SHIPPING IN PORT.

STEAMERS.

AMOT, German str., 663, H. Plambeck, 8th Jan.,—Chefoo 3rd Jan., General.—Sander, Wieler & Co.

ATWENTIAN, British str., 3,883, J. Robinson, 12th Jan.,—Yanchoo 11th Dec., General.—C. F. R. Co.

BRAND, Norwegian str., 1,519, H. Tolsted, 9th Jan.,—Chinking 4th Jan., General.—Sander, Wieler & Co.

CAITHNESS, British str., 2,222, W. Atkinson, 25th Dec.,—Newcastle (N.S.W.) 2nd Dec., Coal.—Order.

CHOWAT, German str., 1,115, W. Moller, 14th Jan.,—Bangkok 4th Jan., Rice and Timber.—Butterfield & Swire.

CONTINENTAL, British str., 2,157, Chas. E. Topp, 9th Jan.,—Calcutta 11th Dec., Coal.—Order.

DAKOTA, British str., 1,450, Ross, 4th Jan.,—Canton 4th Jan.,—Standard Oil Co.

DECIJA, German str., 749, H. Scholte, 19th Jan.,—Swatow 12th Jan., General.—Sander, Wieler & Co.

DR. H. J. KIER, Norwegian str., 691, H. E. Larsen, 19th Dec.,—Hilo 14th Dec., Sugar.—Aagaard, Thoresen & Co.

DORIE, British str., 4,975, Heavy Smith, R.N.R., 10th Jan.,—San Francisco 9th Dec., via Honolulu 15th, Yokohama 25th, Kobe 30th, Nagasaki 2nd Jan., and Manila 3rd, Mails and General.—O. & S. N. Co.

DORIA, Norwegian str., 965, Nornan, 9th Jan.,—Ningpo 6th Jan., General.—Order.

ELFA NORSK, German str., 1,161, W. Lassen, 21st Dec.,—Chinking 15th Dec., Rice and General.—Siemssen & Co.

EMMA LYKKE, German str., 1,100, O. Schonefeld, 25th Dec.,—Hongkong 14th Dec., Coal.—Order.

FERNANDEZ HERMANOS, American str., 400, Oronio, 4th Jan.,—Manila 1st Jan., Sugar.—Gibb, Livingston & Co.

FOO-KING, British str., 1,121, T. Arthur, 7th Jan.,—Wuhu and Chinking 3rd Jan., Rice and Penang.—Jardine, Matheson & Co.

FRITJOF, Norwegian str., 891, H. A. Haraldsen, 13th Jan.,—Amoy and Amoy 12th Jan., General.—Osaka Shosen Kaisha.

GENEALOG, British str., 1,431, F. J. Slack, 14th Jan.,—Singapore via Hallow 2nd Jan., General.—Chinese.

HAITAN, British str., 1,181, J. S. Roach, 10th Jan.,—Canton 7th Jan., General.—Douglas, Leppik & Co.

HPLAS, German str., 1,538, Hans Roldo, 9th Jan.,—Chinking 4th Jan., General and Rice.—Siemssen & Co.

HERCULES, Norwegian str., 2,439, G. Bjerk, 5th Jan.,—Kuching 31st Dec., Coal.—Mitsui Bussan Kaisha.

HOLSTEIN, German steamer, 985, A. Niehu, 13th Jan.,—Halifax 9th Jan., and Hallow 11th, General.—Jardine, Matheson & Co.

KIVAN, German str., 645, H. Jannicke, 13th Jan.,—Shanghai 8th Jan., General.—Siemssen & Co.

KUTANG, British str., 3,109, E. C. D. Bradley, 9th Jan.,—Calcutta 24th Dec., and Straits 3rd Jan., General.—Jardine, Matheson & Co.

KWANGLOO, Chinese str., 1,468, R. L. Gineola, 27th Dec.,—Shanghai 12th Jan., General.—Chinese.

KWONGKANG, British str., 1,427, W. J. Baker, 10th Jan.,—Shanghai via Swatow 6th Jan., General.—Jardine, Matheson & Co.

LAERTES, British str., 1,349, Jas. E. Jackson, 13th Jan.,—Saigon 8th Jan., Meal.—Chinese.

LISA, Swedish str., 998, H. Hornadahl, 17th Dec.,—Chinking 12th Dec., General.—Chinese.

LONGMOOR, German str., 1,245, Kalkofen, 4th Jan.,—Shanghai 31st Dec., Rice.—Siemssen & Co.

LYNBOON, German str., 1,238, Th. Lehmann, 6th Jan.,—Kobe 1st January, General.—Siemssen & Co.

MAUSANG, British str., 1,511, Houghton, 6th January,—Saigon 30th Dec., General.—Jardine, Matheson & Co.

MERCEDES, British str., 1,499, MacGregor, 6th Jan.,—Weihaiwei 31st December, N.I.—Admiralty.

MICHAEL, German str., 951, H. Bauman, 20th Nov.,—Chotoe 23rd Nov., Vermiculite.—Jensen & Co.

M. SEIWE, German str., 436, P. Brandt, 20th Dec.,—Wuhu 22nd Dec., and Chinking 24th, Rice.—Hamburg-Amerika Linie.

NINGPO, British str., 1,229, Early, 9th Jan.,—Chinking 5th Jan., Oil.—Butterfield & Swire.

PARLAT, German str., 1,018, H. Demos, 10th Jan.,—Bangkok 9th Dec., and Swatow 9th Jan., Rice & Wood.—Butterfield & Swire.

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## POST OFFICE NOTICES.

A Mail for Macao, is despatched per S.S. *Winghai* on week-days at 5.00 p.m. On Sunday the mail for Macao is closed at 5.00 a.m.

Mails for CANTON, SAMSHUI and WUCHOW are closed on week-days at 7.30 a.m. and at 5.00 p.m.

Mails for CANTON, NANTAO, SAMBUI, \*KONGMOON, \*KUMOHUK, \*SAMSHUI, and \*WUCHOW are closed every weekday, at 5 p.m. On Sundays the mails are closed at 9 a.m.

\*Mails are despatched to these places on Saturday evenings, unless previously notified.

## MAILS WILL CLOSE

FOR	PER	DATE
Amoy and Straits	Wanchow	Tuesday, 16th, 11.00 a.m.
Swatow, Amoy and Foochow	Wanchow	Tuesday, 16th, 11.00 a.m.
Manila	Hongkong	Tuesday, 16th, 1.15 p.m.
Singapore, Penang and Calcutta	Kowloon	Tuesday, 16th, 2.00 p.m.
Southern and Sumatra	Fuzhou	Tuesday, 16th, 2.00 p.m.
Manila, Zamboanga, Port Darwin, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Newcastle, New Zealand, Melbourne, Adelaide and Perth	Changhai	Tuesday, 16th, 3.00 p.m.
Manila	Tsuen	Tuesday, 16th, 3.00 p.m.
Shanghai, Hongkong and Yokohama	Tsuen	Tuesday, 16th, 4.00 p.m.
Kobe	Dokado	Tuesday, 16th, 4.00 p.m.
Hongkong	Tsuen	Tuesday, 16th, 4.00 p.m.
Singapore	Tsuen	Tuesday, 16th, 5.00 p.m.
Takao	Tsuen	Tuesday, 16th, 5.00 p.m.
Swatow and Bangkok	Tsuen	Tuesday, 16th, 5.00 p.m.

EUROPE, A.C. INDIA VIA TUTUCORIN (Late Letters 11.00 to 11.30 a.m. Extra Postage 10 cents.) (Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.)

Manila, Singapore, Swatow and Shanghai (Supplementary mail on board up to the time fixed for departure of the mail Extra Postage 10 cents.)

SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, HONOLULU and SAN FRANCISCO (Supplementary mail on board up to the time fixed for departure of the mail Extra Postage 10 cents.)

Manila, Singapore, Swatow and Shanghai (Supplementary mail on board up to the time fixed for departure of the mail Extra Postage 10 cents.)

EUROPE, A.C. INDIA VIA TUTUCORIN (Late Letters 11.00 to 11.30 a.m. Extra Postage 10 cents.) (Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.)

Manila, Timor, Port Darwin, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Newcastle, New Zealand, Melbourne, Adelaide and Perth

TO-MORROW. (Late Letters 11.00 to 11.30 a.m. Extra Postage 10 cents.) (Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.)

## COMMERCIAL.

## CLOSING QUOTATIONS.

ON LONDON.	January 15.
Telegraphic Transfer	20 1/2
Bank Bills, on demand	2 1/2
Bank Bills, at 30 days sight	2 1/2
Bank Bills, at 4 months sight	2 1/2
Credits, at 4 months sight	2 1/2
Documentary Bills, 4 months sight	2 1/2
ON PARIS.	
Bank Bills, on demand	20 1/2
Credits, at 4 months sight	20 1/2
ON NEW YORK.	
Bank Bills, on demand	30 1/2
Credits, at 4 months sight	30 1/2
ON HONGKONG.	
Telegraphic Transfer	15 1/2
Bank, on demand	15 1/2
ON CALCUTTA.	
Telegraphic Transfer	14 1/2
Bank, on demand	14 1/2
ON SHANGHAI.	
Bank, at sight	7 1/2
Private, 30 days sight	7 1/2
ON YOKOHAMA.	
On demand	10 1/2
ON MANILA.	
On demand	10 1/2
ON SINGAPORE.	
On demand	10 1/2
ON BATAVIA.	
On demand	10 1/2
ON SOERABAYA.	
On demand	10 1/2
ON BANGKOK.	
On demand	10 1/2
SOVEREIGNS, BANK'S BUYING RATE.	
GOLD LEAF, 100 fine, per tael	51.40
BAR SILVER, per oz.	39.10

## VESSELS EXPECTED.

**THE GERMAN MAIL.**  
The I.G.M. str. *Prinzess* left Singapore on Sunday at 2 p.m., and may be expected here on or about the 17th Jan.

**THE AMERICAN MAIL.**  
The P.M. str. *Manchuria* left Yokohama on Jan. 4th, and is expected to arrive here on or about the 17th Jan.

**THE CANADIAN MAIL.**  
The C.P.R. str. *Empress of India* arrived at Shanghai at 1 p.m. on Sunday, the 11th Jan., and left again at midnight same day for Hongkong, and is due here at 10 a.m. to-morrow.

**MECHANIC STEAMERS.**  
The Ben Lira str. *Benlira*, from Antwerp and London, left Singapore on the 9th Jan. for this port.

The H.A.L. str. *Sandia*, from Hamburg, left Singapore for this port on the 10th Jan. p.m., and may be expected here to-day, a.m.

The British str. *Comet*, with a cargo of Japan coal, left Mombasa on the 11th Jan. for this port, and is due to arrive here to-day.

The P. & O. str. *Pekin* left Singapore for this port on the 11th Jan. at 2 a.m.

The Chartered Royal Mail Co.'s str. *Amiral Mauguet* left Singapore on the 12th Jan. a.m. for this port.

The str. *Lightning*, from Calcutta, left Singapore on the 12th Jan. p.m., and may be expected here to-morrow.

The Indo-China str. *Kumang* left Calcutta for this port via the Straits on the 7th Jan., and may be expected here on or about the 23rd Jan.

The P. & O. str. *Ceylon* left Singapore for this port on the 14th Jan. at 6 a.m.

The Dabur Line str. *St. George* sailed from Singapore via Manila for Hongkong on the 24th Dec.

## JOINT STOCK SHARES.

Hongkong, January 15.

COMPANY.	PAID UP.	QUOTATIONS.
Alhambra	\$200	\$100, buyers
Banks—		
Hongkong & Shanghai	\$125	\$100, London, 250
National B. of China		
A. Shares	25	\$33, buyers
B. Shares	12 1/2	\$7, sellers
China-Banknote Co.	\$12	\$13, sellers
China Light & P. Co.	\$10	\$9
China Provident	\$10	\$11, buyers

Cotton Mills—		
Ewo	11 1/2	11 1/2, buyers
Hongkong	11 1/2	11 1/2
International	11 1/2	11 1/2
Loan Kong Row	11 1/2	11 1/2
Seymour Electric	11 1/2	11 1/2
Dairy Farm	11 1/2	11 1/2, buyers
Docks and Wharves—		
Farman, B. & Co.	11 1/2	11 1/2
H. & K. Wharf & G.	11 1/2	11 1/2, sellers
H. & W. Dock	11 1/2	11 1/2, buyers
New Amoy Dock	11 1/2	11 1/2
S'wai & H. Wharf	11 1/2	11 1/2, sellers
Fenwick & Co. Geo.	11 1/2	11 1/2
G. Island Cement	11 1/2	11 1/2, sellers
Hongkong & C. Co.	11 1/2	11 1/2, buyers
Hongkong Electric	11 1/2	11 1/2, buyers
Do. New	11 1/2	11 1/2
H. H. L. Tramways	11 1/2	11 1/2
Hongkong Hotel Co.	11 1/2	11 1/2, buyers
Hongkong Ice Co.	11 1/2	11 1/2, buyers
Hongkong Rops Co.	11 1/2	11 1/2
H'kong S. Waterfront	11 1/2	11 1/2, sellers

Land and Building—		
Hongkong Land	11 1/2	11 1/2, sellers
Hongkong Land	11 1/2	11 1/2, buyers
Kowloon Land & B.	11 1/2	11 1/2, buyers
Shanghai Land	11 1/2	11 1/2
West Point Building	11 1/2	11 1/2, sellers
Insurance—		
Caution	11 1/2	11 1/2, buyers
China Fire	11 1/2	11 1/2, sellers
China Traders	11 1/2	11 1/2, buyers
Hongkong Fire	11 1/2	11 1/2, sellers
Union	11 1/2	11 1/2
Yangtze	11 1/2	11 1/2, sellers

Shipping Companies—		
China Mail	11 1/2	11 1/2, buyers
Charbonnages	11 1/2	11 1/2, buyers
China Navigation	11 1/2	11 1/2, buyers
Philippine Co.	11 1/2	11 1/2, buyers
Retineries—		
China Sugar	11 1/2	11 1/2, sellers
Luzon Sugar	11 1/2	11 1/2, sellers
Steamship Companies—		
China Mail	11 1/2	11 1/2, sellers
Dongas Steamship	11 1/2	11 1/2, sellers
H. Canton & M.	11 1/2	11 1/2, sellers
Shell Transport Co.	11 1/2	11 1/2
Do. Petroleum	11 1/2	11 1/2
Do. New	11 1/2	11 1/2
Shanghai & H. Dyeing	11 1/2	11 1/2, sellers
Southern China M. Post.	11 1/2	11 1/2, sellers
Steam Laundry Co.	11 1/2	11 1/2, sellers
Do.	11 1/2	11 1/2, sellers
Stores & Dispensaries	11 1/2	11 1/2
Campbell, M. & Co.	11 1/2	11 1/2
Powell & Co., Wm.	11 1/2	11 1/2
Watkins	11 1/2	11 1/2, sellers
Watson & Co., A.S.	11 1/2	11 1/2
United Asbestos	11 1/2	11 1/2
Do. Foundries	11 1/2	11 1/2

COMPANY.	PAID UP.	QUOTATIONS.
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## HONGKONG TIDE TABLE.

To extract Zone Time add 22 min. and 18 sec.

High Water.				Low Water.			
Month.	Hongkong Mean Time.	Height.		Month.	Hongkong Mean Time.	Height.	
Jan. 15.	h. m. 0.10	f. in. 0		Jan. 16.	h. m. 7.45	f. in. 0	
16.	0.15	0	m	17.	7.40	0	m
17.	0.20	0	m	18.	7.35	0	m
18.	2.35	6.2		19.	7.30	3.3	
19.	2.40	5.9		20.	7.25	3.2	
20.	2.45	5.6		21.	7.20	3.2	
21.	2.50	5.3		22.	7.15	3.2	
22.	2.55	5.0		23.	7.10	3.2	
23.	3.00	4.7		24.	7.05	3.2	
24.	3.05	4.4		25.	7.00	3.2	
25.	3.10	4.1		26.	6.55	3.2	
26.	3.15	3.8		27.	6.50	3.2	
27.	3.20	3.5		28.	6.45	3.2	
28.	3.25	3.2		29.	6.40	3.2	
29.	3.30	2.9		30.	6.35	3.2	
30.	3.35	2.6		31.	6.30	3.2	
31.	3.40	2.3					